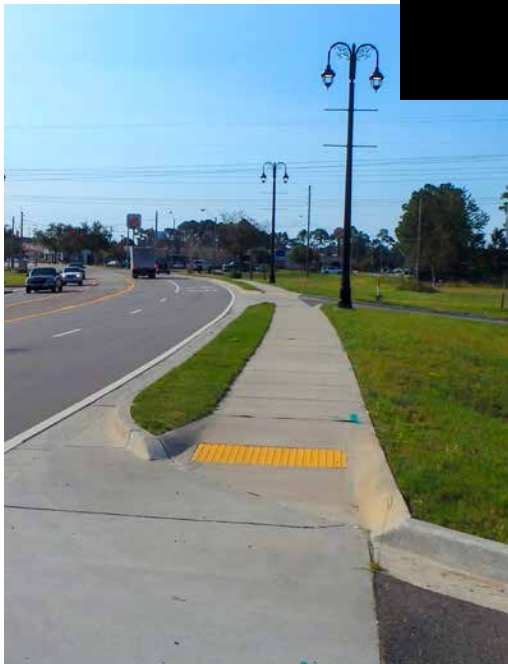


D'Iberville Sidewalk and Pedestrian Study

D'Iberville, MS
December 2020



Prepared by





Section 1.0
Introduction 2

Section 2.0
Network Recommendations 16

Section 3.0
Bicycle and Pedestrian
Design Guidelines 35

Section 4.0
Local Development Policies
and Regulations 40

Section 5.0
Non-Infrastructure Programs 43

Section 6.0
Implementation
and Funding Strategies 51

Appendix A
Model Complete Streets Ordinance ii

Section 1.0

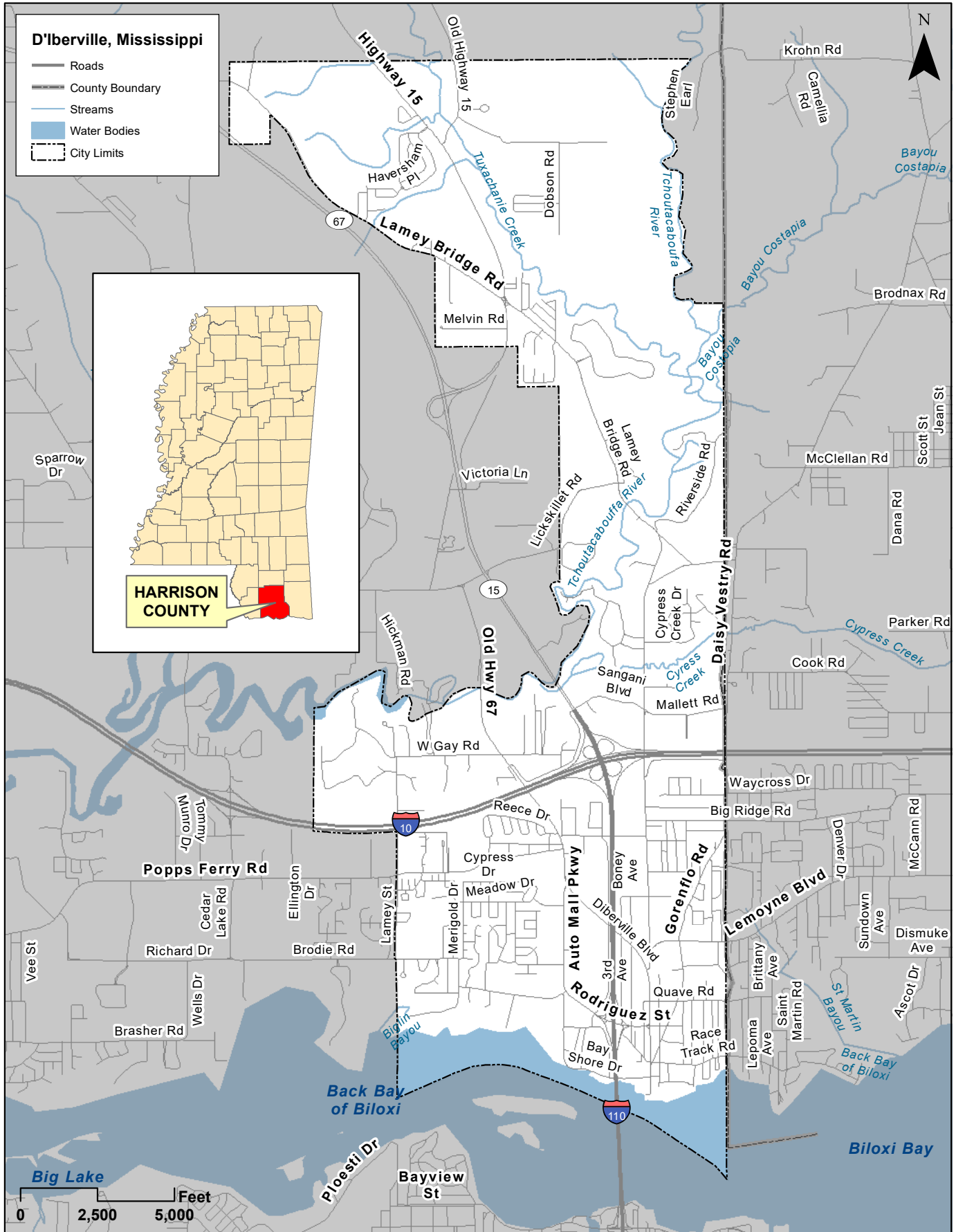
Introduction

The purpose of the D'Iberville Sidewalk and Pedestrian Study is to improve walkability along the primary corridors in the Old Town District that connect the historic town center to D'Iberville Middle School and apartment developments to the north, businesses and neighborhoods to the west, and the bayfront to the south. Taken together, the project, program, and policy recommendations of the study will support a safe, comfortable, and convenient pedestrian network throughout the city, resulting in increased mobility choice, improved economic opportunity, and healthier lifestyles.

Context of D'Iberville in the Mississippi Gulf Coast Region

As shown in Figure 1-1, the City of D'Iberville is located on the eastern edge of Harrison County, located immediately north of the City of Biloxi. The U.S. Census Bureau estimated the city's population at approximately 13,500 residents in 2018. The city's location provides a number of geographic advantages, including a strong local seafood industry, proximity to other major employment centers in the region, and a strategically-located commercial development, The Promenade, that attracts residents and visitors from throughout the region.

Figure 1-1. Project Location



Project Purpose

Communities throughout the nation have increasingly recognized the benefits of a built environment that offers residents and visitors meaningful mobility choices, including, but not limited to, personal automobiles, reliable public transit, walking, and bicycling. Consistent with national trends, the City of D'Iberville seeks to improve its pedestrian environment in the historic population center of the community. The local context of the city provides a number of built-in advantages that can be capitalized upon to both effectively improve the pedestrian network and reap the benefits of enhanced pedestrian mobility.

The City of D'Iberville's citizenry consists primarily of the Millennial and Generation Z age cohorts. In fact, according to the latest U.S. Census estimates, approximately 54 percent of D'Iberville residents are 39 years old or younger. As discussed in a 2015 study by The Rockefeller Foundation and Transportation for America, younger generations value better walking and biking opportunities and generally prefer the option to be less reliant on a personal automobile.

The city also has a development pattern conducive to walkability. Approximately 57 percent of the city's population lives in 25 percent of its total area, in the older portion of the city south of I-10. As noted by the League of American Bicyclists, nearly 30 percent of all trips nationwide are one mile or shorter, which represents an easily walkable distance for most users. While this statistic may be less applicable in rural areas, it is fairly representative in more urban, compact development patterns, including that in D'Iberville, particularly south of I-10.

Finally, the city's recent economic development successes present an opportunity to attract more residents and visitors, who may already frequent the city's Promenade development. With these factors in mind, the D'Iberville Sidewalk and Pedestrian Study represents a framework to guide the development a citywide pedestrian network going forward and, ultimately, to promote a more pedestrian-friendly local culture.

1.1 Public and Stakeholder Outreach

The D'Iberville Sidewalk and Pedestrian Study was developed in close coordination with key stakeholders and members of the general public. A project advisory committee – consisting of representatives from the City of D'Iberville, the Gulf Regional Planning Commission (GRPC), Harrison County Schools, Coast Transit, Harrison County Library, Heritage Trails Partnership, and local apartment complexes – was convened at key project milestones to review the progress of the plan's development and provide guidance on draft work products and future milestones.

Two rounds of public workshops were held to solicit feedback from the residents of D'Iberville. The first workshop, held on March 5, 2020, focused on the project's goals and objectives (discussed at greater length in the next section) and issues and opportunities for walking in D'Iberville. The workshop was supported by an online survey for those unable to attend the live event. Participants were asked to identify the project goal(s) most consistent with their priorities for walking and sidewalks in the city. They were also asked, in a visual preference survey, to identify the types of pedestrian improvements they would most like to see implemented. The feedback received on both of these activities is summarized in Tables 1-1 and 1-2.

Participants also engaged in a mapping exercise to identify the specific locations of potential improvements. Taken together, the feedback from the first public workshop formed the basis of the subsequent project, program, and policy recommendations.

Table 1-1. Goals for Walking and Sidewalks

Goals	Most Important	More Important	Important	Less Important	Least Important
	(Percentage of Respondents)				
Construct new sidewalks and crosswalks in areas without pedestrian facilities	48%	15%	21%	9%	6%
Improve existing sidewalks and crosswalks that are in poor condition	22%	48%	13%	17%	0%
Focus on filling gaps between existing sidewalks, including crosswalks	5%	48%	43%	5%	0%
Build pedestrian connections to schools, parks, and other public facilities	52%	13%	13%	17%	4%
Prioritize pedestrian connections to public transit and places where people work	15%	31%	4%	15%	35%
Make local business districts more walkable	52%	21%	15%	6%	6%

A second public workshop was held in September and October of 2020. Due to the COVID-19 pandemic, the workshop was held in virtual space and participants were encouraged to visit on their own time. The workshop provided an overview of the draft network plan, inviting participants to participate in an online interactive mapping exercise and survey. Both the interactive map and survey asked participants to weigh in on the draft network plan and various implementation options for key locations. This feedback was ultimately incorporated into the final plan recommendations.

Table 1-2. Preferred Improvement Options

Category	Improvement	Total	% of Category
Walkways	Sidewalks	6	11%
	Sidewalks with Buffers	17	30%
	Sidepaths for Walking and Biking	19	34%
	Greenways for Walking and Biking	14	25%
Crosswalks	Intersection Crosswalks	22	50%
	Mid-Block Crosswalks	10	23%
	Crossing Islands	9	20%
	Medians	3	7%
Streetscapes	Streets Trees & Pedestrian Lighting	28	52%
	Parking Lot Landscape Screening	5	9%
	Transit Shelters & Benches	11	20%
	Outdoor Seating	10	19%

1.2 Goals and Objectives

Based on the input received at the first public workshop—as well as guidance from the project advisory committee—the following goals and objectives were identified to guide the development of the sidewalk and pedestrian network.

Goal 1: Build pedestrian connections to schools, parks, and other public facilities

- Construct pedestrian or shared-use facilities near key public facilities and along major access routes to these facilities
- Prioritize projects that provide connections to schools, parks, and other public facilities

Goal 2: Make local business districts more walkable

- Construct pedestrian facilities in local business districts, supported by user amenities and aesthetic improvements to reinforce district walkability
- Prioritize projects that provide access to local business districts

Goal 3: Construct new sidewalks and crosswalks in areas without pedestrian facilities

- Building on the city's existing pedestrian facilities, develop a citywide network of safe and accessible pedestrian facilities, suitable for users of all ages and abilities
- Prioritize projects that serve areas of higher population density
- Emphasize transportation equity by prioritizing projects that serve lower-income populations, as these residents are likely to be more reliant on active transportation and transit facilities and services

Goal 4: Improve existing sidewalks and crosswalks that are in poor condition

- Repair existing sidewalks and crosswalks that have fallen into poor condition, including cracked pavement and faded pavement markings
- Ensure all facilities, including existing facilities, are consistent with national best practices and suitable for users of all ages and abilities

Goal 5: Prioritize pedestrian connections to public transit and places where people work

- Prioritize pedestrian facilities that provide direct access to Coast Transit bus stops
- Prioritize projects that serve areas of higher employment density

Goal 6: Focus on filling gaps between existing sidewalks, including crosswalks

- Identify locations in the existing network that would be better served with new crosswalks
- Prioritize projects that fill a gap in or connect directly to the existing network

1.3 Existing Conditions Analysis

An understanding of existing conditions is critical to the planning and implementation of any transportation facility or network. A high-level analysis was conducted for the study, with an emphasis on issues and opportunities related to pedestrian mobility and potential. Topics of interest included existing plans and studies; demographic, land use, environmental conditions; and transportation system conditions. Key findings from the analysis are discussed below.

Existing Plans and Studies

The city's 20 Year Comprehensive Plan (adopted in 2010) identified pedestrian mobility as a key transportation goal moving forward. Specifically, the plan identifies "[providing] a safe means for vehicular and pedestrian circulation" as a transportation goal moving forward. To this end, the plan identifies "[increasing] the opportunity for pedestrian mobility throughout the city" as an objective in service to this goal, supported by the following policies:

- The existence and condition of sidewalks should be evaluated, and sidewalks should be installed or improved where needed;
- Sidewalk repairs or installations should be directed first toward areas which are used to move children (connecting schools and adjacent neighborhoods, second to connect residential neighborhoods to downtown areas, and finally within other residential areas; and
- D'Iberville will consider the feasibility of installing or otherwise providing for bike lanes along public streets.

The GRPC's 2019 – 2022 *Transportation Improvement Program (TIP)* outlines major capital investments over the four-year period covered by the plan. One project is listed for the City of D'Iberville. The project involves the realignment of Popp's Ferry Road to a new roadway from Belle Street to Galleria Parkway, including multimodal facilities.

The City of D'Iberville has two projects currently under development:

- Auto Mall Parkway at Suzanne Drive – intersection improvement; and
- Auto Mall Parkway and Brodie Road – intersection improvement.

Finally, Jackson County, a neighboring jurisdiction to the east, is currently constructing a roadway improvement along Cook Road, which connects directly to Mallet Road at the county line, immediately east of a future park site.

The Sidewalk and Pedestrian Study will continue to promote the pedestrian mobility goal outlined in the city's comprehensive plan. Furthermore, the projects currently under development are reflected in the study's project recommendations.

Demographic, Land Use, and Environmental Conditions

The City of D'Iberville has experienced steady growth since its founding in 1988. As shown in Table 1-3, the city's population has experienced increasingly-accelerated growth since 1990, with the majority of population growth occurring since 2010. This rate of growth has vastly outpaced those of both Harrison County and the State of Mississippi.

Table 1-3. Population Trends (1990 – 2018)

Year	City of D'Iberville		Harrison County		State of Mississippi	
	Population	% Change	Population	% Change	Population	% Change
1990	6,566	--	165,365	--	2,573,216	--
2000	7,608	15.9%	189,601	14.7%	2,844,658	10.5%
2010	9,486	24.7%	187,105	-1.3%	2,967,297	4.3%
2018	14,012	47.7%	208,080	11.2%	2,976,149	0.3%

Source: U.S. Census Bureau

The city has a relatively young population. Approximately 54 percent of current residents are age 39 or younger, indicating that Millennial and Generation Z age cohorts comprise most of the current population, which is consistent with age distribution for both Harrison County and the State of Mississippi.

As shown in Table 1-4, just over one-third of D'Iberville's population consists of minority (non-white) residents, which represents a higher share than that of Harrison County. Just under one in five residents had 2017 incomes below the poverty line, consistent with countywide and state trends.

Table 1-4. Traditionally-Underserved Populations

Jurisdiction	% Minority	% Low-Income
D'Iberville	37.4%	17.1%
Harrison County	32.9%	16.9%
Mississippi	42.0%	19.6%

Source: U.S. Census Bureau - American Community Survey

Figure 1-2 illustrates the existing land use patterns in the city, with a focus on the project area. Commercial development is most intense in The Promenade development north of I-10, with the remaining commercial development largely clustered along major roadways, including Auto Mall Parkway, Lamey Bridge Road, and Central Avenue. Residential development is clustered “behind” these linear commercial nodes, particularly east of Lamey Bridge Road and west of Auto Mall Parkway. Residential development continues south to the bayfront, though it becomes less dense and is interspersed with agricultural or open space parcels, suggesting redevelopment potential in this area. Finally, a linear infrastructure easement, owned by Mississippi Power, bisects the southern portion of the city, creating an opportunity for active transportation facilities, as the land by definition is not prone to development.

Figure 1-3 illustrates the primary environmental features in the city, with a focus on the project area. Unsurprisingly, Biloxi Bay and its associated flood hazard zones are the most prominent features, covering much of the southern portion of the city. Several large wetland features are distributed throughout the city. Active transportation facilities generally do not have any measurable impact on base flood elevations, so flood hazard zones do not tend to act as barriers to implementation. Impacts to wetlands would be addressed during the National Environmental Policy Act (NEPA) review process on a project by project basis for any facilities receiving federal funds.

Figure 1-2. Existing Land Use

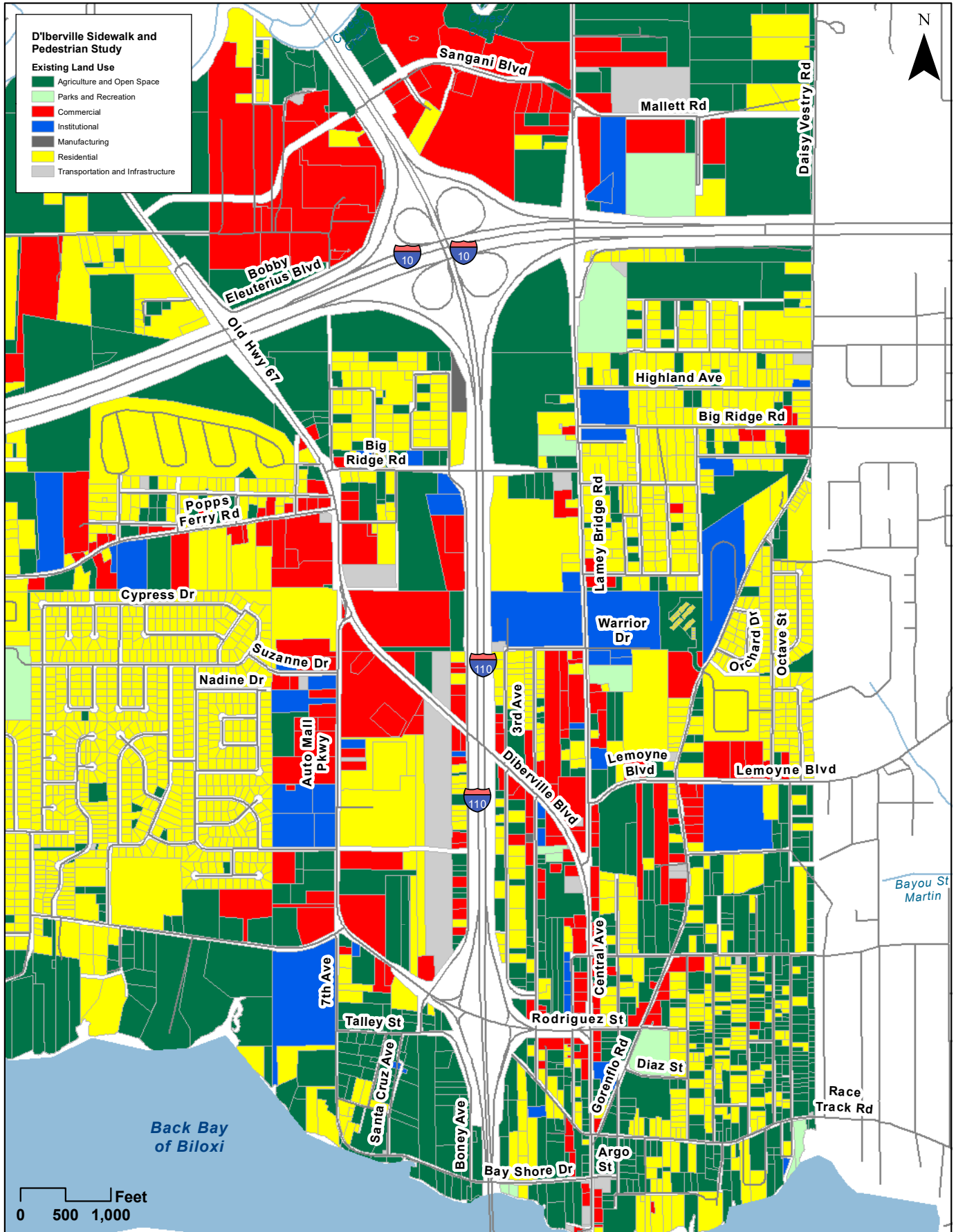
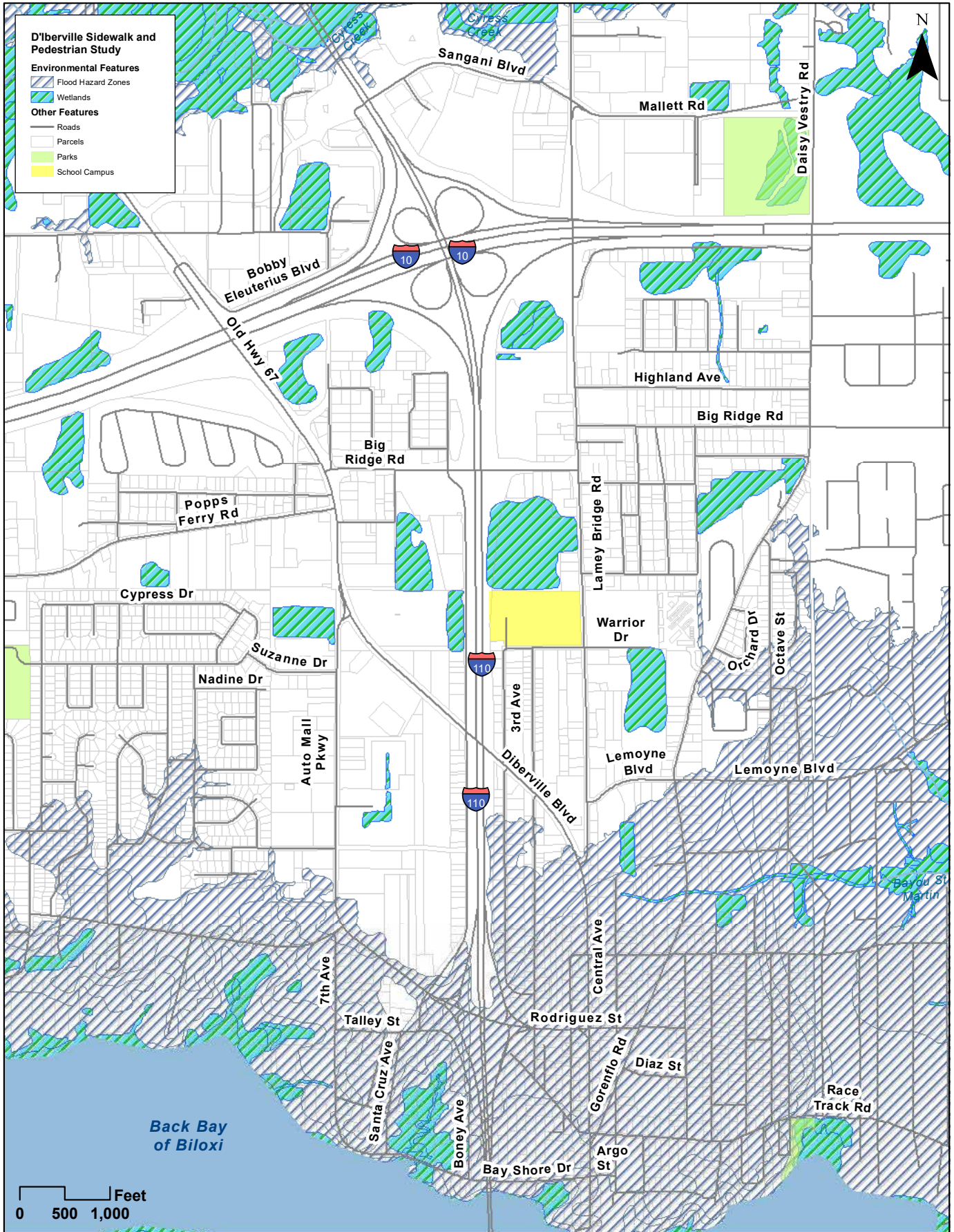


Figure 1-3. Environmental Features



1.4 Existing Pedestrian Demand

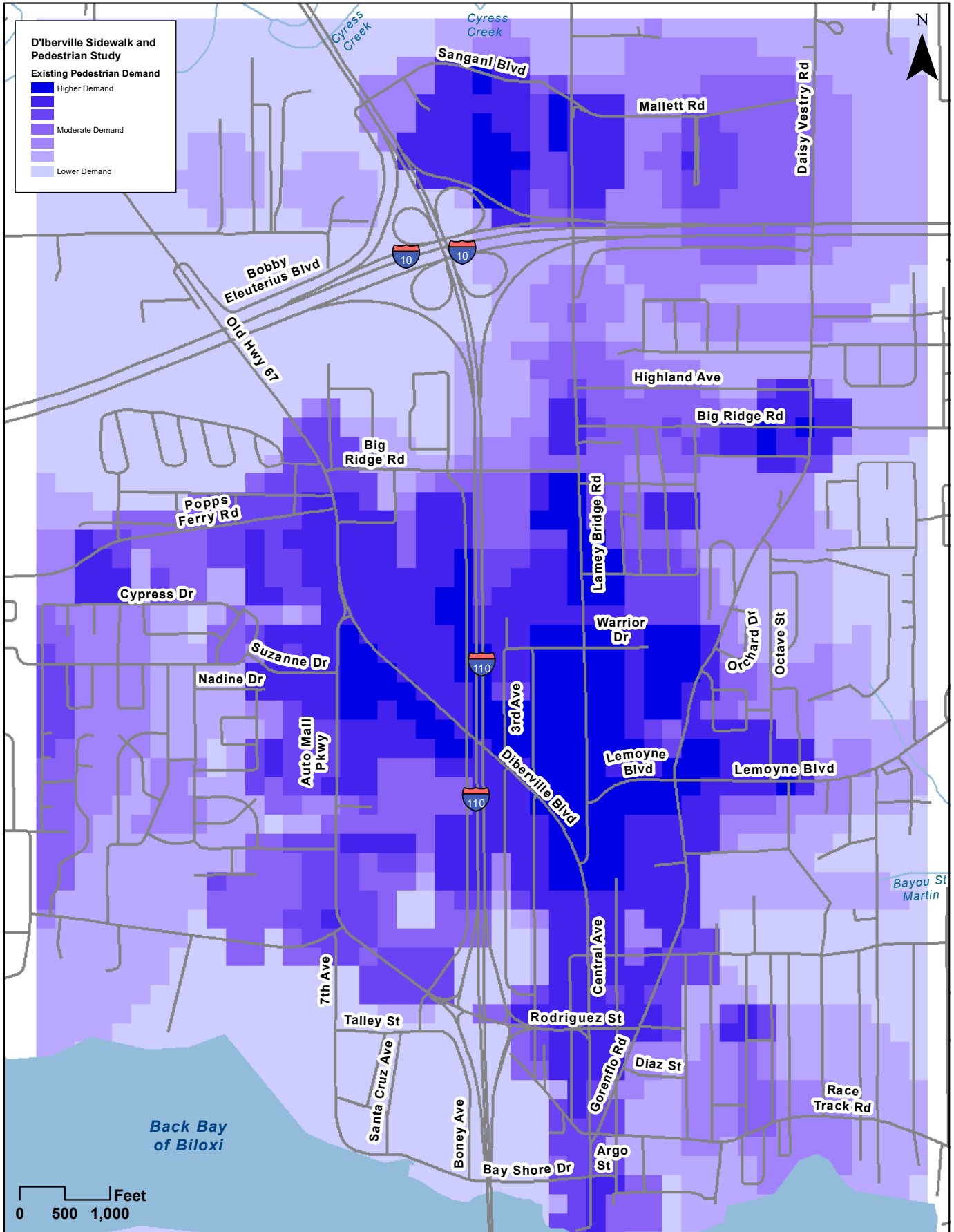
To better understand the existing potential of pedestrian mobility in D'Iberville, a pedestrian demand analysis was conducted as part of the existing conditions analysis. The analysis was location-based, focusing on where residents live, work, play, learn, and shop. These locations, regardless of the presence or absence of pedestrian facilities, are natural origins and destinations for existing users, or those who would consider walking if safe, comfortable, and accessible facilities were present.

The specific inputs to the analysis included:

- Population density;
- Existing schools;
- Employment density;
- Existing commercial land uses; and
- Existing parks and recreational facilities;
- Existing Coast Transit bus stops.

As shown in Figure 1-4, demand is highest in the areas around D'Iberville Middle School, along major commercial corridors including Lamey Bridge Road and D'Iberville Boulevard, and the commercial development north of I-10. This pattern of demand reinforces the study's primary corridors of focus, the 20 Year Comprehensive Plan's emphasis on school connections, and the need for effective east-west connectivity across I-110.

Figure 1-4. Existing Pedestrian Demand



1.5 Planning Approach

In recent years, the practice of pedestrian planning has evolved to emphasize facilities that are safe and accessible for users of all ages and abilities. This shift in focus places a higher emphasis on providing a combination of routes and facility types, coupled with safe and comfortable crossings, particularly across major roadways that typically act as barriers for users.

Consistent with national best practices, guidance from the project advisory committee, and input from the general public, the D'Iberville Sidewalk and Pedestrian Study recommends a variety of projects, policies, programs, and strategies to make D'Iberville a safe and comfortable place for pedestrians, while also laying the groundwork for an increased emphasis on bicycle mobility as well.

To this end, the study's design guidelines (Section 3.0) describe in greater detail the preferred dimensions of different bicycle and pedestrian facilities for implementation of study recommendations, as well as additional active transportation investments going forward. Recommended modifications to local development policies and regulations that promote a friendlier environment for walking are discussed in Section 4.0, including a discussion of adopting a Complete Streets ordinance. Non-infrastructure programs that promote pedestrian awareness, enhance user safety, and improve the aesthetic environment of the city are discussed in Section 5.0. Finally, identifying projects for implementation and the funds necessary to underwrite the cost will be critical to the early and ongoing success of implementation efforts. Section 6.0 includes a preliminary capital improvement plan and potential funding sources the city, in cooperation with MDOT, GRPC, and neighboring municipalities, may pursue going forward.

Section 2.0

Network Recommendations

The recommended sidewalk and pedestrian network for the City of D'Iberville was informed by the transportation objectives identified in the 20 Year Comprehensive Plan, public input collected over two rounds of public workshops, guidance from the project advisory committee, and the analysis of existing conditions and future needs.

While all issues and opportunities discussed in Section 1.0 were referenced during the development of the recommendations, four primary concepts underscore the overall approach to the development of the recommended network:

1. The three primary corridors of the study – Auto Mall Parkway, Lamey Bridge Road, and D'Iberville Boulevard – serve as the “backbone” of the network, including enhanced mobility along, across, and among each of the corridors;
2. Pedestrian circulation within and among three study districts was emphasized: 1) the North district, including The Promenade and the future park facility on Mallet Road; 2) the Central District, consisting of the city's primary residential developments, schools and public facilities, and commercial districts; and 3) the South district, consisting of the bayfront, the Scarlet Pearl, and residences and open lands west of I-110;
3. Consistent with the comprehensive plan objectives, D'Iberville Middle School and Jerry Lawrence Memorial Library served as key activity centers within the network; and
4. The Mississippi Power utility easement, identified by local officials as a key opportunity, serves as the spine of a shared-use (bicycle and pedestrian) active transportation route through the center of the city.

Consistent with the original scope of the study, guidance from local officials, and the geographic approach to the study, the study's area of emphasis is best described as bounded by Mallet Road to the north, the Harrison / Jackson County line to the east, the bayfront to the south, and Ginger Drive to the west.

2.1 Sidewalk and Pedestrian Facility Recommendations

The D'Iberville sidewalk and pedestrian network (Figure 2-1) combines a system of sidewalks, sidepaths, and shared-use paths to provide a range of options for both pedestrian and bicycle mobility throughout the city. Key features of the network include:

- Complete facility coverage along each of the three primary study corridors;
- East-west connections across I-110, including Rodriguez Street and Pops Ferry Road;
- Shared-use path network, anchored by facility in Mississippi Power utility easement; and
- Sidewalk connections into adjacent residential districts.

The network also includes two potential pedestrian bridge connections. The first, on Pops Ferry Road where it crosses I-110, could be accomplished with a cantilever-type addition to the existing bridge structure. This would provide sound east-west connectivity in the northern portion of the study. The second, a connection to The Promenade across I-10, would require a stand-alone bicycle / pedestrian bridge. Both efforts would require close coordination with MDOT.

Table 2-1 lists all of the proposed facility improvements in the network plan. The recommendations consist of approximately nine miles of new and improved sidewalk facilities and seven miles of new sidepath and shared-use path facilities.

Figure 2-1. Sidewalk and Pedestrian Network

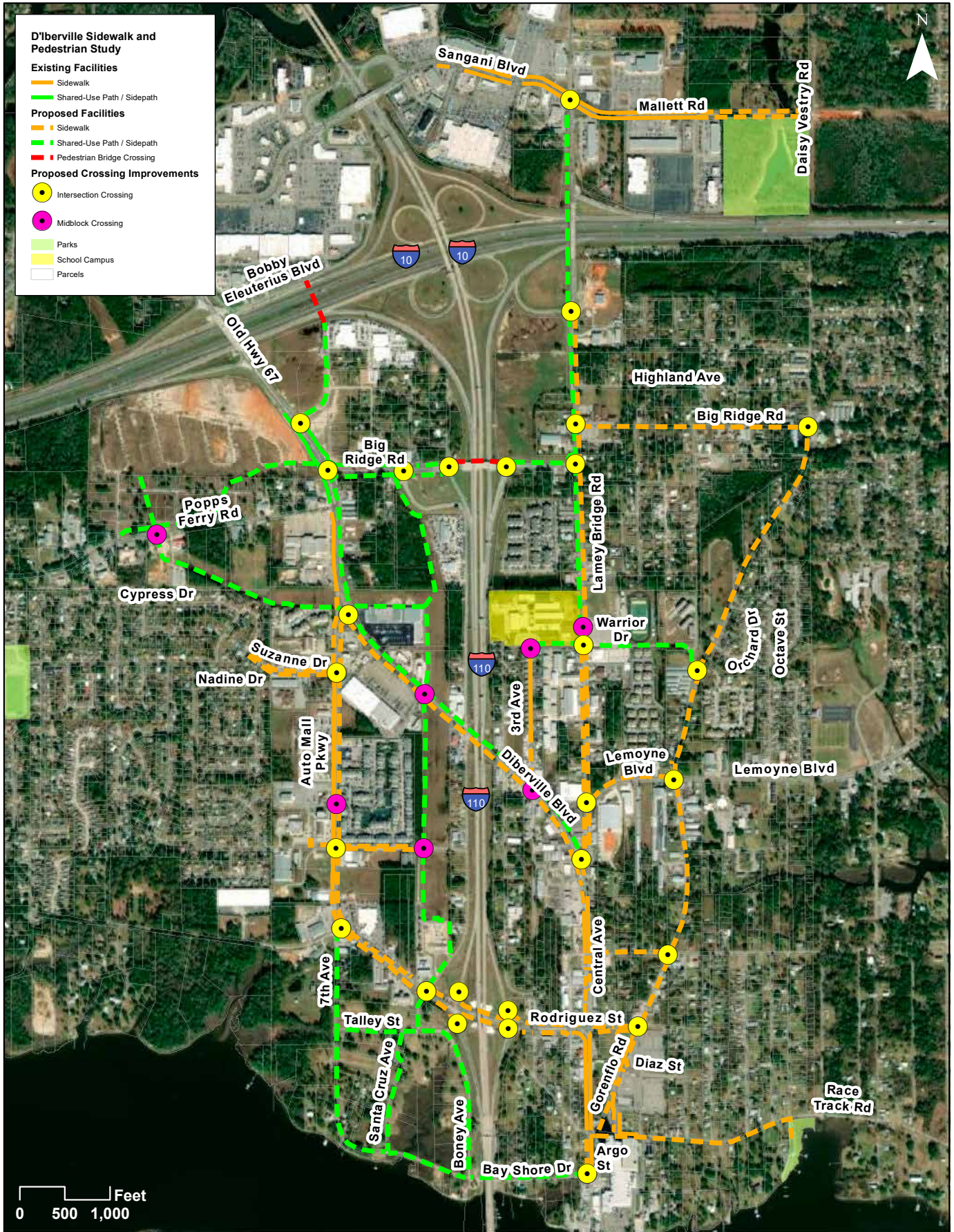


Table 2-1. Sidewalk and Pedestrian Facilities

ID	Road	From	To	Linear Feet	Facility Type	Estimated Cost
P-1	Mallet Road	Cinema Drive	Daisy Vestry Road	2,495	Sidewalk	\$623,750
P-2	Lamey Bridge Road	Mallet Road	Georgette Lane	2,239	SUP	\$335,850
P-3	McAlpine Street*	Bobby Eleuterius Boulevard	D'Iberville Boulevard	1,682	SUP	\$1,190,250
P-4	Lamey Bridge Road	Georgette Lane	Warrior Drive	3,692	SUP	\$553,800
P-5	Lamey Bridge Road	Georgette Lane	Warrior Drive	3,606	Sidewalk	\$901,500
P-6	Big Ridge Road	Lamey Bridge Road	Gorenflo Road	2,501	Sidewalk	\$625,250
P-7	"Popp's Ferry Road (Phase II)**"	Belle Street	D'Iberville Boulevard	2,468	SUP	\$370,200
P-8	Popp's Ferry Road*	D'Iberville Boulevard	Lamey Bridge Road	2,772	SUP	\$905,400
P-9	MS Power Easement SUP	North of Cassimir Drive	D'Iberville Boulevard	2,945	SUP	\$441,750
P-10	Gorenflo Road	Big Ridge Road	Lemoyne Boulevard	4,350	Sidewalk	\$1,087,500
P-11	School Property / East Orchard Loop	Lamey Bridge Road	Gorenflo Road	1,489	SUP	\$223,350
P-12	Lamey Bridge Road	Warrior Drive	D'Iberville Boulevard	4,358	Sidewalk	\$1,089,500
P-13	Lemoyne Boulevard	Lamey Bridge Road	Gorenflo Road	960	Sidewalk	\$240,000
P-14	3rd Avenue	Existing Sidewalk	D'Iberville Boulevard	586	Sidewalk	\$146,500
P-15	D'Iberville Boulevard	Popp's Ferry Road	Lamey Bridge Road	5,275	SUP	\$791,250
P-16	MS Power Easement SUP	Popp's Ferry Road	D'Iberville Boulevard	3,363	SUP	\$504,450
P-17	D'Iberville Boulevard	Auto Mall Parkway	Lamey Bridge Road	3,756	Sidewalk	\$939,000
P-18	Auto Mall Parkway	D'Iberville Boulevard	Brodie Road	6,904	Sidewalk	\$1,726,000
P-19	Suzanne Drive	Meadow Drive	Auto Mall Parkway	2,010	Sidewalk	\$502,500
P-20	Ginger Drive	West of Auto Mall Parkway	MS Power Easement SUP	2,239	Sidewalk	\$559,750
P-21	MS Power Easement SUP	D'Iberville Boulevard	Rodriguez Street	3,475	SUP	\$521,250
P-22	Rodriguez Street	Auto Mall Parkway	Gorenflo Road	6,125	Sidewalk	\$1,531,250
P-23	Gorenflo Road	Lemoyne Boulevard	Race Track Road	3,829	Sidewalk	\$957,250
P-24	Central Avenue	West Race Track Road	Bay Shore Drive	416	Sidewalk	\$104,000
P-25	Race Track Road	Gorenflo Road	Batia Avenue	2,430	Sidewalk	\$607,500
P-26	5th Avenue	Rodriguez Street	Talley Street	372	SUP	\$55,800
P-27	7th Avenue	Brodie Road	Santa Cruz Avenue	2,802	SUP	\$420,300
P-28	Talley Street / Boney Avenue	7th Avenue	Bay Shore Drive	2,825	SUP	\$423,750
P-29	Santa Cruz Avenue	Talley Street	Bay Shore Drive	1,355	SUP	\$203,250
P-30	Bay Shore Drive	Santa Cruz Avenue	Central Avenue	2,204	SUP	\$330,600
P-31	Quave Road	Central Avenue	Gorenflo Road	991	Sidewalk	\$247,750
P-32	Warrior Drive	3rd Avenue	Lamey Bridge Road	565	SUP	\$84,750





* Includes pedestrian bridge structure

** Facility included in programmed project

2.2 Intersection and Crossing Recommendations

Supporting the sidewalk and pedestrian facilities are a citywide network of strategically-located crossing improvements. Of the 34 crossing improvements identified, 28 are located at existing intersections. An additional eight are located at midblock locations. The exact scope of each of the crossing improvements will be determined on a case-by-case basis; however, typical pedestrian crossing treatments are shown in Table 2-2. Table 2-3 lists all of the proposed crossing improvements in the network plan.

Table 2-2. Potential Crossing Treatments

Improvements	Description
	<p>Bicycle/ Pedestrian Crossing Signs</p> <p>Pedestrian and/or bicycle crossing signs warn drivers that a school, pedestrian or bicycle crossing is ahead. "Must stop for a pedestrian in the crosswalk" signage may also be used.</p>
	<p>Mini Traffic Circles</p> <p>Mini traffic circles direct users through intersections in a predictable manner. They can help reduce the severity of crashes and can calm traffic on residential streets. They are most effective when grouped in a series of three. They can be designed with mountable curbs to allow large vehicles to travel through an intersection.</p>
	<p>High Visibility Crosswalks, Curb Ramps, & Detectable Warning Pads</p> <p>High visibility crosswalks increase awareness of pedestrian crossing paths and discourage drivers from encroaching into crosswalks. Curb ramps enable people in wheel chairs to cross streets and detectable warning pads direct people with visual impairments through an intersection at a crosswalk.</p>
	<p>Countdown Signals</p> <p>Countdown pedestrian signals show the amount of time that remains before a traffic signal changes from walk to do not walk. They are designed to reduce the number of pedestrians who start crossing when there is not enough time to complete the crossing safely.</p>

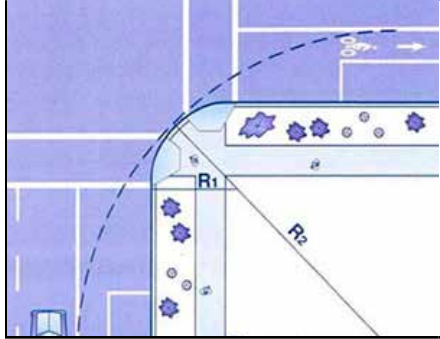





Improvements	Description
	<p>Reduced Corner Radii</p> <p>The size of the corner relates to the length of a crosswalks and the speed of turning traffic. Reducing curb radii creates a shorter crossing distance for pedestrians and encourages drivers to slow down when making right turns.</p>
	<p>Median Refuge Island</p> <p>Median refuge islands buffer and protect pedestrians and cyclists crossing wide or busy streets, enabling them to cross in two stages.</p>
	<p>Rectangular Rapid Flashing Beacon</p> <p>Rectangular rapid flashing beacons (RRFBs) are highly visible, using flashing yellow LED lights to supplement standard pedestrian crossing warning signs and midblock and other unsignalized crossing locations.</p>
	<p>Corner Island and Right-Turn Slip Lane Improvements</p> <p>Corner islands ("pork chop" islands) are triangular raised islands placed at an intersection between a right-turn slip lane and through-travel lanes. Well-designed right-turn slip lanes provide pedestrians with refuges and a right-turn lane that is designed to optimize the right turning motorist's view of the pedestrian and of vehicles to their left.</p>
	<p>Curb Bump-Outs (or Extensions)</p> <p>Bump-outs provide shorter crossing distances for pedestrians and improve sightlines for both drivers and pedestrians. They can slow the speed of turning traffic. They are most appropriate for use on local roads where they intersect arterial and collector streets.</p>
	<p>Raised Crosswalks</p> <p>Raised crosswalks typically serve as a tool for traffic calming by bringing the level of the roadway to that of the sidewalk (e.g. roadway flush with the height of the curb). These crosswalks force vehicles to slow down before passing over the crosswalk while also providing a level pedestrian path of travel from curb to curb.</p>

Table 2-3. Crossing Improvements

ID	N/S Cross Street	E/W Cross Street	Type
I-1	Lamey Bridge Road	Mallet Road	Intersection
I-2	Lamey Bridge Road	Georgette Lane	Intersection
I-3	D'Iberville Boulevard	McAlpine Street	Intersection
I-4	Gorenflo Road	Big Ridge Road	Intersection
I-5	Popps Ferry Road	West of Augustus Street	Midblock
I-6	D'Iberville Boulevard	Popps Ferry Road	Intersection
I-7	Boney Avenue	Popps Ferry Road	Intersection
I-8	Ladner Road	Popps Ferry Road	Intersection
I-9	I-110 NB Off-Ramp	Popps Ferry Road	Intersection
I-10	Lamey Bridge Road	Popps Ferry Road	Intersection
I-11	D'Iberville Boulevard	Auto Mall Parkway	Intersection
I-12	Auto Mall Parkway	Suzanne Drive	Intersection
I-13	Lamey Bridge Road	North of Warrior Drive	Midblock
I-14	Lamey Bridge Road	Warrior Drive	Intersection
I-15	Warrior Drive	3rd Avenue	Midblock
I-16	Gorenflo Road	Douglas Drive	Intersection
I-17	D'Iberville Boulevard	MS Power Easement	Midblock
I-18	Auto Mall Parkway	Arbor View Apartments	Midblock
I-19	Auto Mall Parkway	Ginger Drive	Intersection
I-20	West of Boney Avenue	Ginger Drive	Midblock
I-21	Gorenflo Road	Lemoyne Boulevard	Intersection
I-22	Lamey Bridge Road	Lemoyne Boulevard	Intersection
I-23	Lamey Bridge Road	D'Iberville Boulevard	Intersection
I-24	Gorenflo Road	Quave Road	Intersection
I-25	Auto Mall Parkway	Brodie Road	Intersection
I-26	5th Avenue	Rodriguez Street	Intersection
I-27	I-110 SB Off-Ramp	Rodriguez Street	Intersection
I-28	I-110 SB On-Ramp	Rodriguez Street	Intersection
I-29	I-110 NB Off-Ramp	Rodriguez Street	Intersection
I-30	I-110 NB On-Ramp	Rodriguez Street	Intersection
I-31	Gorenflo Road	Rodriguez Street	Intersection
I-32	Central Avenue	Bay Shore Drive	Intersection
I-33	Lamey Bridge Road	Big Ridge Road	Intersection
I-34	3rd Avenue	D'Iberville Boulevard	Midblock

2.3 Corridor Concepts

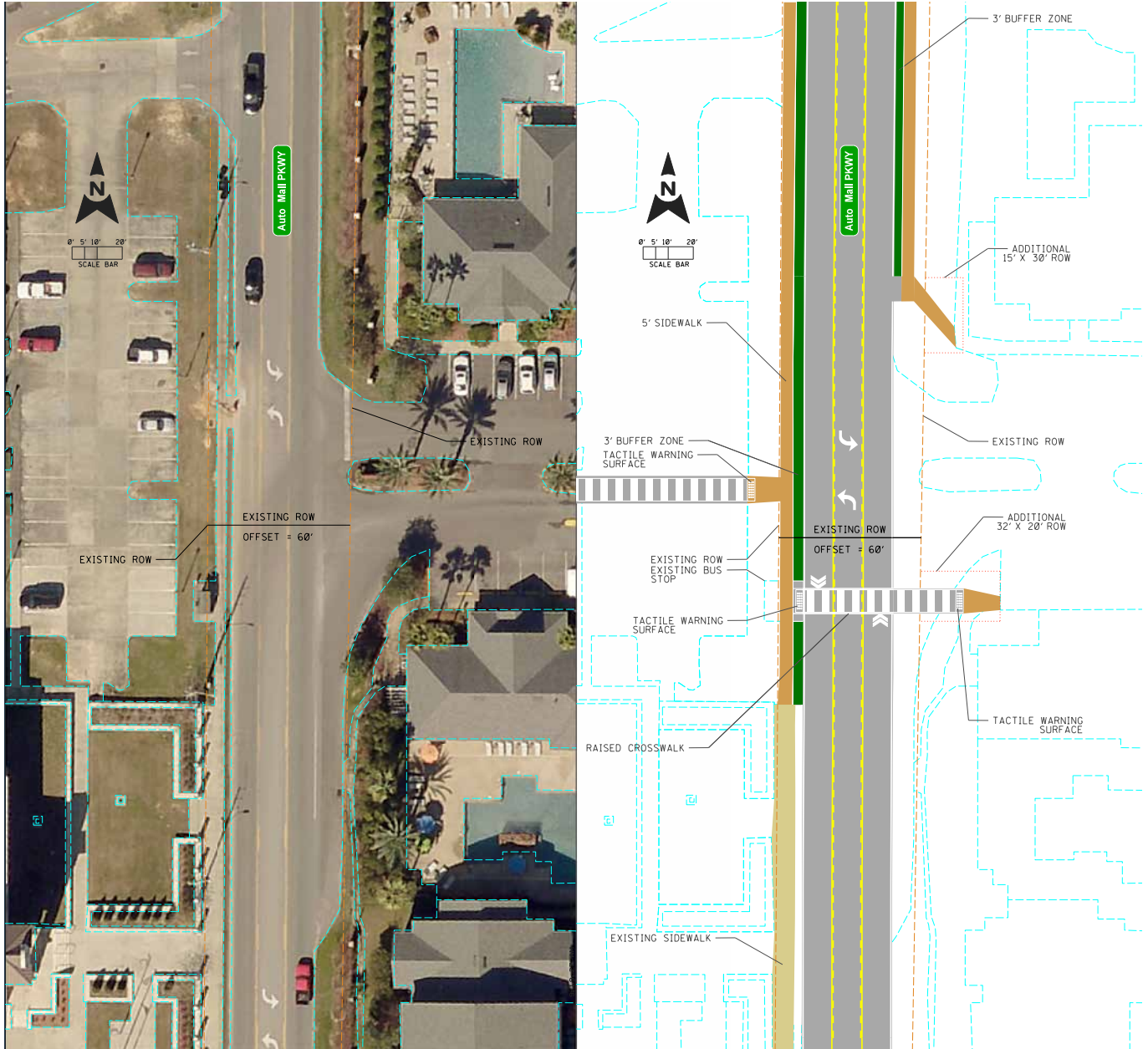
The sidewalk and pedestrian facilities and crossing improvement recommendations provide a conceptual level framework for facility types and locations in the recommended citywide network. However, it should be noted that these recommendations provide a level of flexibility with respect to implementation. To better illustrate this idea, a number of corridor concepts were developed for key locations on each of the network's three primary corridors of focus: Auto Mall Parkway, D'Iberville Boulevard, and Lamey Bridge Road. While engineering-level concepts were only developed for these locations for the purpose of this study, local leaders, key stakeholders, and the general public can assume that similar flexibility in design and implementation can be achieved for any of the listed recommended projects.

Auto Mall Parkway

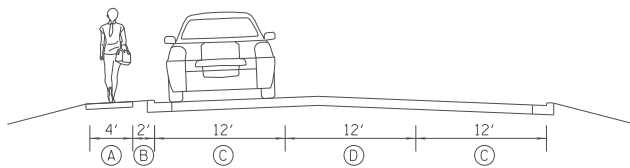
Figure 2-2 shows the facilities from the network plan implemented as proposed. On the northeastern side of Auto Mall Parkway an additional sidewalk has been added. On the northwestern side the existing sidewalk is replaced with a new facility consistent with national best practices. A raised crosswalk is recommended at the existing bus stop to facilitate safer crossings for both Coast Transit users and children using the local school bus. This design can be accomplished without the acquisition of additional right-of-way, though permanent easements would be required.

Figure 2-3 shows a "road diet" concept that would also allow for the accommodation of two on-street bike lanes. Near the library driveway the west-side bike lane transitions to a shared lane facility in order to maintain three lanes in front of the library, city hall, and apartment complex. This design can be accomplished without the acquisition of additional right-of-way, though permanent easements would be required.

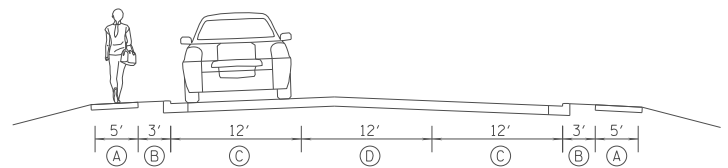
Figure 2-2. Auto Mall Parkway: Concept #1



EXISTING
CONDITION



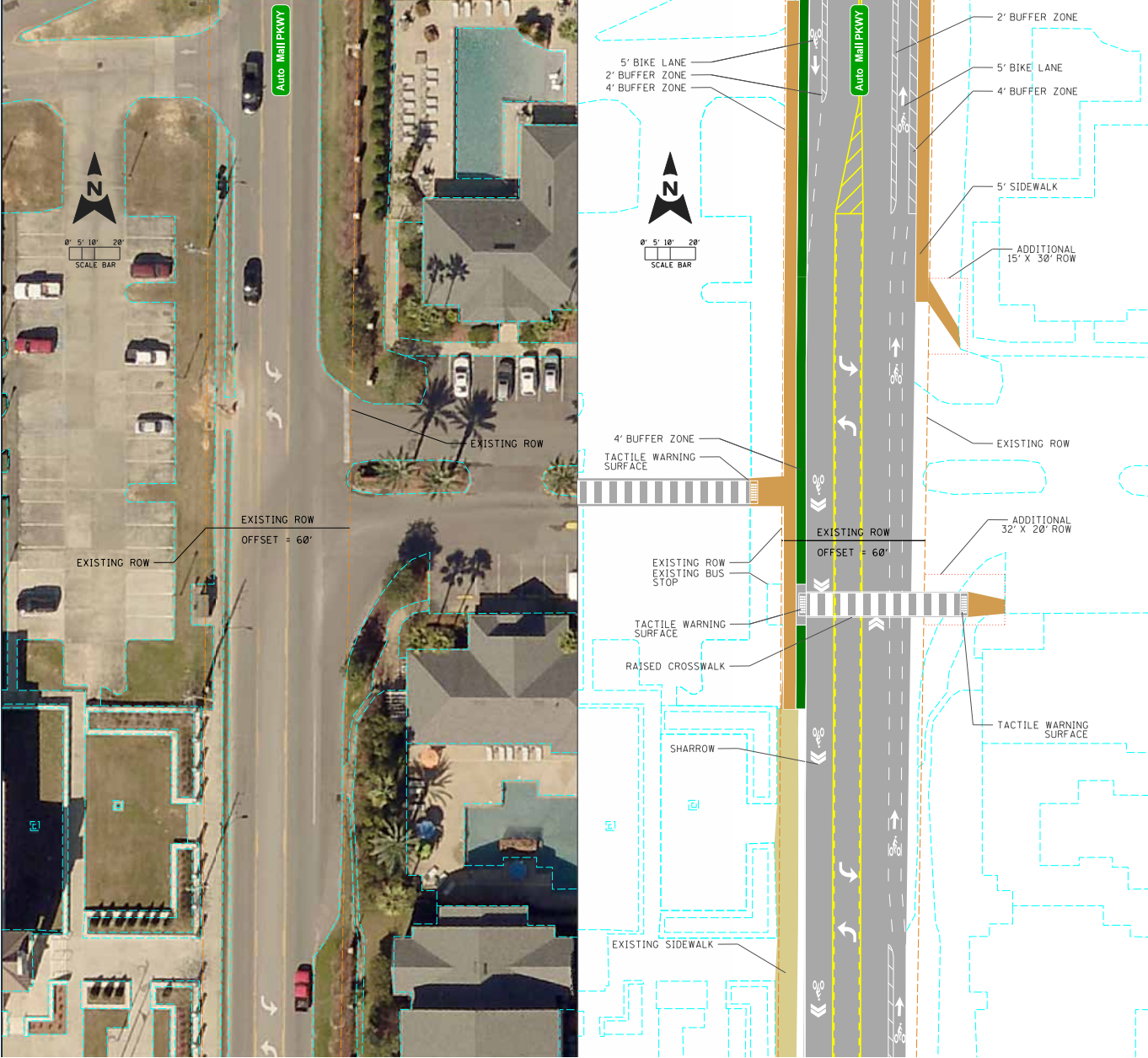
PROPOSED
CONDITION



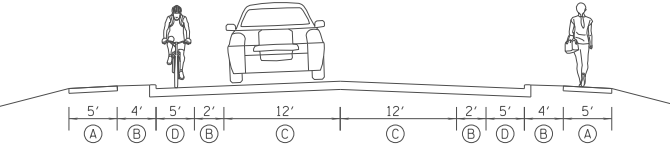
LEGEND

(A) SIDEWALK	(B) BUFFER ZONE	(C) TRAVEL LANE	(D) TURN LANE
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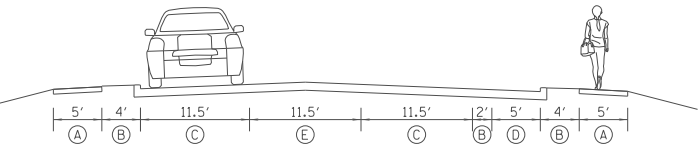
Figure 2-3. Auto Mall Parkway: Concept #2



PROPOSED 2-LANE WITH BIKE LANES



PROPOSED 3-LANE WITH EAST BIKE LANE



LEGEND

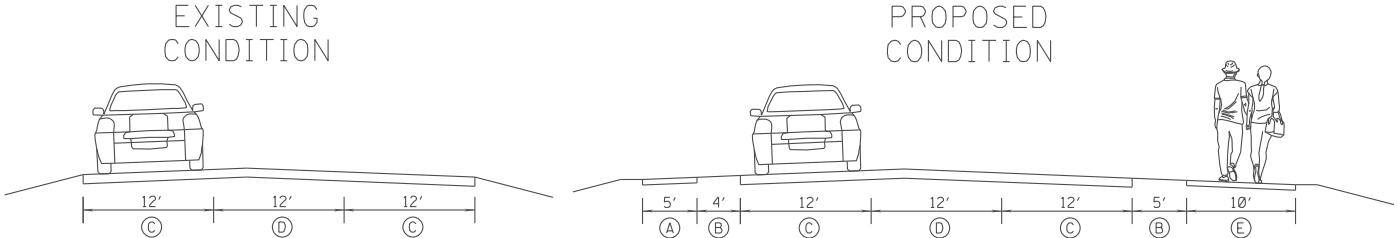
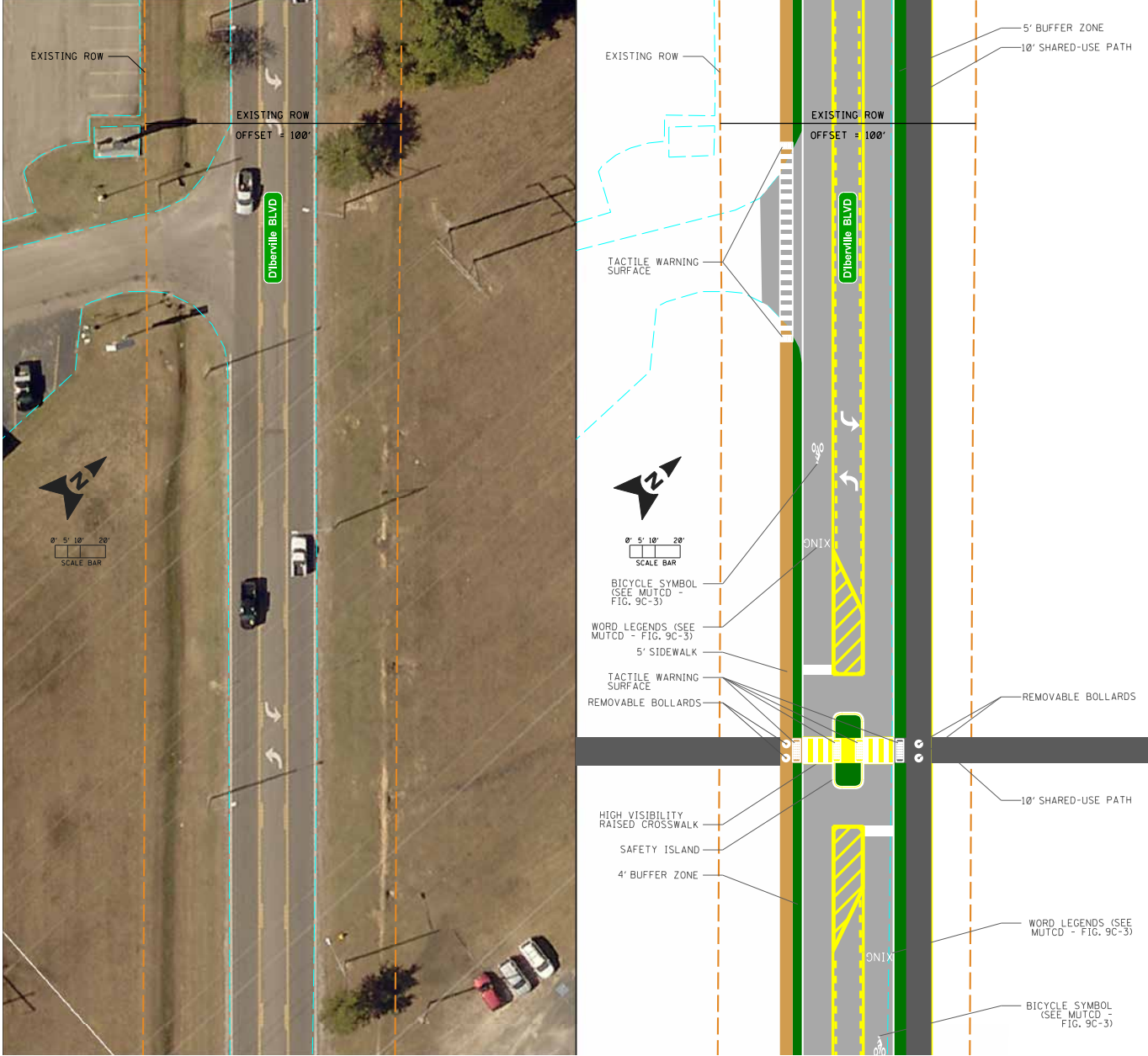
- (A) SIDEWALK
- (B) BUFFER ZONE
- (C) TRAVEL LANE
- (D) BIKE LANE
- (E) TURN LANE

D'Iberville Boulevard

Figure 2-4 shows the facilities from the network plan implemented as proposed. The right side allows room for a ten-foot shared use path and five-foot buffer, while the left side provides space for a five-foot sidewalk and four-foot buffer. This layout includes a mid-block crossing in the vicinity of a utility clearing and a shared use path connection. This section layout can be achieved while remaining within the existing right-of-way or utility clearing.

Figure 2-5 shows a concept that essentially the same, except the buffer widths between the sidewalk and shared-use path have been increased to allow room for future road widening. The buffer between the sidewalk and road on the left side has been increased to 14 feet, and the buffer between the shared use path and the road has been increased to 16 feet. This section layout can be achieved while remaining within the existing ROW or utility clearing.

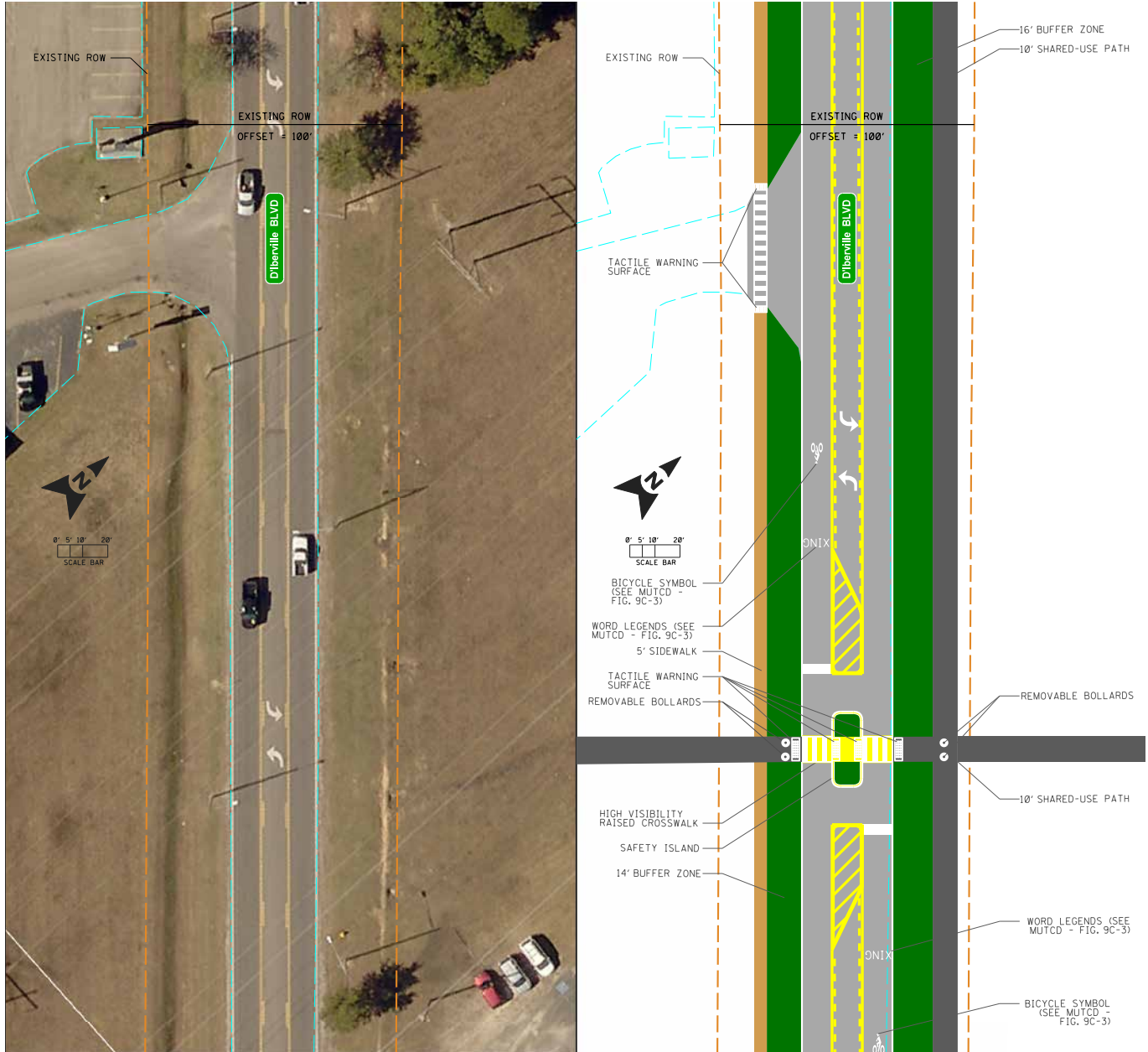
Figure 2-4. D'Iberville Boulevard: Concept #1



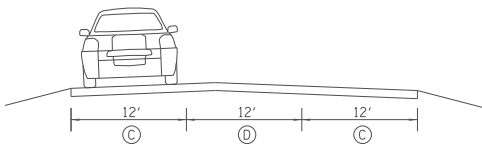
LEGEND

- (A) SIDEWALK
- (B) BUFFER ZONE
- (C) TRAVEL LANE
- (D) TURN LANE
- (E) SHARED-USE PATH

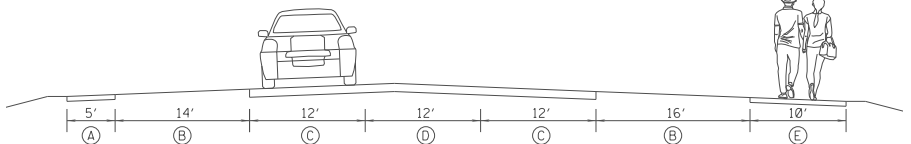
Figure 2-5. D'Iberville Boulevard: Concept #2



EXISTING
CONDITION



PROPOSED
CONDITION



LEGEND

(A) SIDEWALK	(B) BUFFER ZONE	(C) TRAVEL LANE	(D) TURN LANE	(E) SHARED-USE PATH
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Lamey Bridge Road

In the network plan, Lamey Bridge Road north of Warrior Drive is recommended to have a shared-use path on the west side complemented by a sidewalk on the east side, underscoring a need to provide safe, comfortable facilities for pedestrians while also accommodating bicyclists. However, there are several implementation configurations the city could consider that represent different approaches to pedestrian and bicycle mobility and roadway configuration.

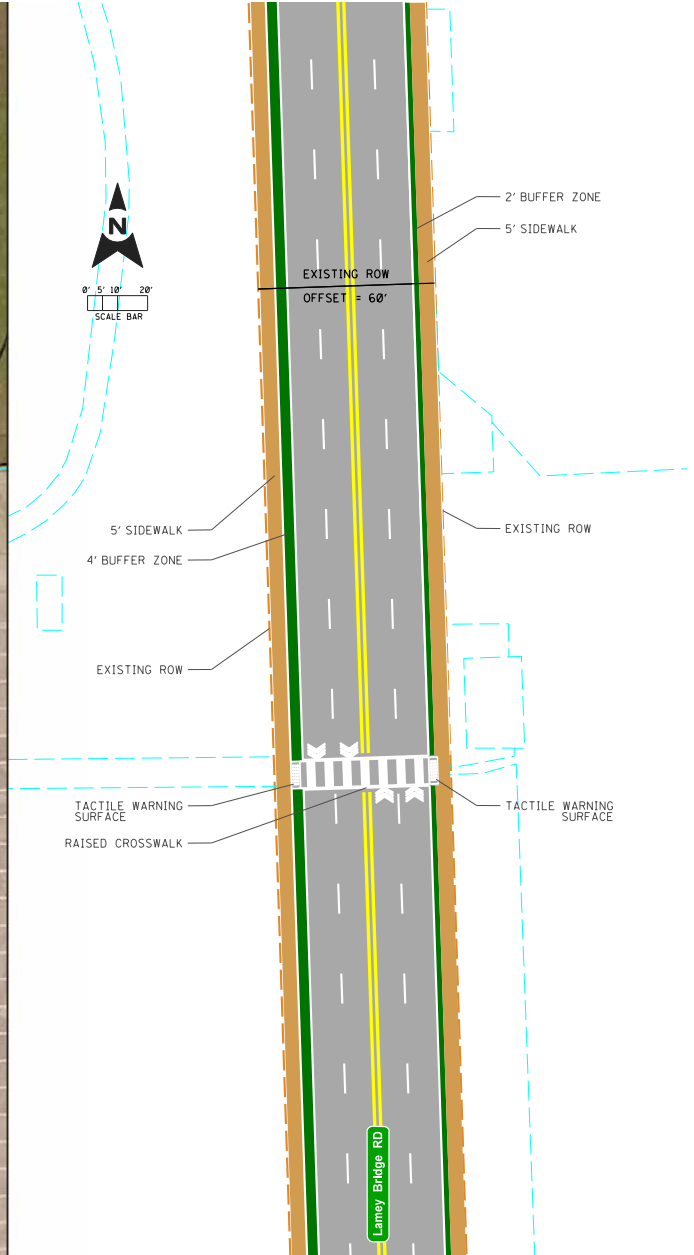
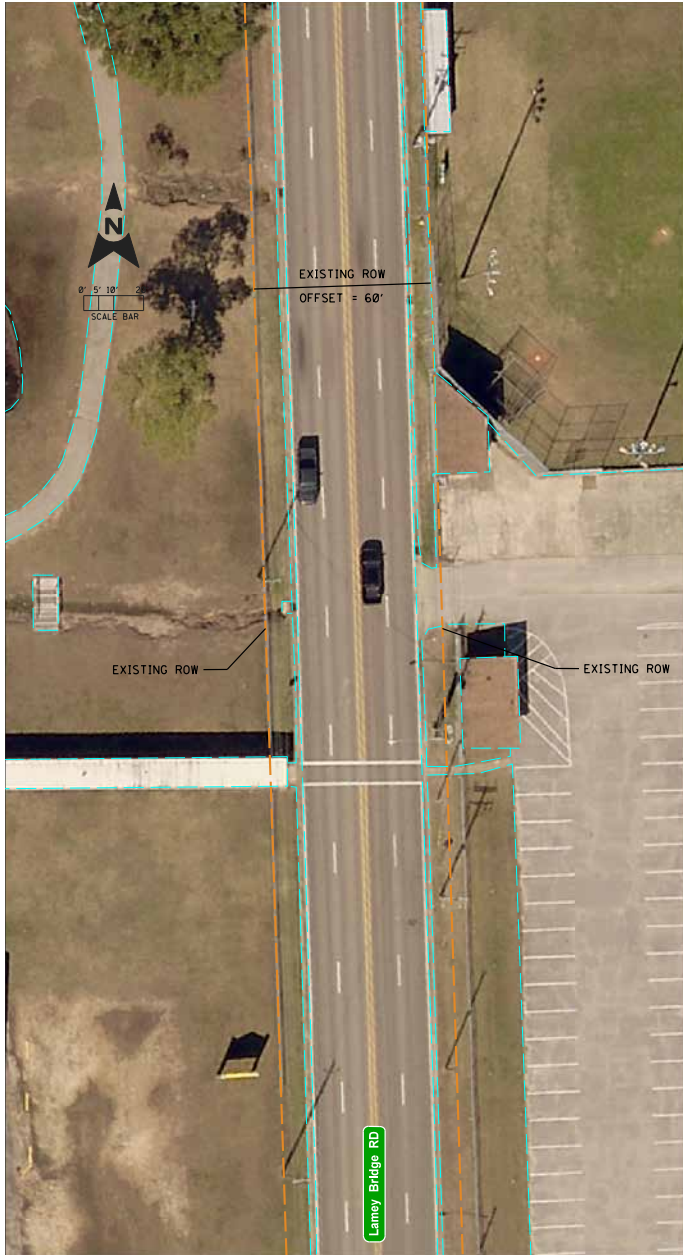
Figure 2-6 shows a concept that maintains the existing lane configuration but provides sidewalks on the east and west sides of Lamey Bridge Road. This layout allows for the required five-foot sidewalks on both sides and the optimum buffer of 4' on the west side. The east provides room for the five-foot sidewalk, but only allows for a two-foot buffer between the sidewalk and the road. A raised crosswalk is recommended to connect the two sidewalks. This option can be implemented within the existing right-of-way.

Figure 2-7 shows a concept that employs a "road diet" and often provides new multimodal facilities within the right-of-way using the extra space created. This concept reduces the four-lane section down to two lanes to allow room for two bike lanes and two sidewalks. This design allows for bike lanes at five feet wide and appropriate buffer widths of four feet. This design also provides space for sidewalks along the east and west side, and buffer space between the sidewalk and the bike lanes. A raised crosswalk is recommended to connect the two sidewalks. This option can be implemented within the existing right-of-way.

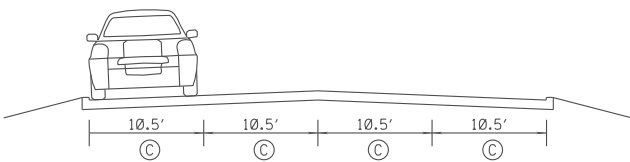
Figure 2-8 shows a concept that also employs a "road diet," narrowing Lamey Bridge Road to three lanes through the section that runs in front of the school. This design provides room for the optimum four-foot buffers between the sidewalk and traffic on both the east and west sides of Lamey Bridge Road. The layout also accommodates the five foot minimum width sidewalk. A raised crosswalk is recommended to connect the two sidewalks. This option remains within the existing right-of-way.

The concept in Figure 2-9 shifts Lamey Bridge Road to the east to accommodate a ten-foot shared-use path and five-foot buffer on the west side. This option would require asphalt being removed on the west side to make space for the buffer zone and added to the east side to maintain four lanes. A small portion of additional right-of-way or easement would be required to connect the recommended raised crosswalk between the school and parking lot.

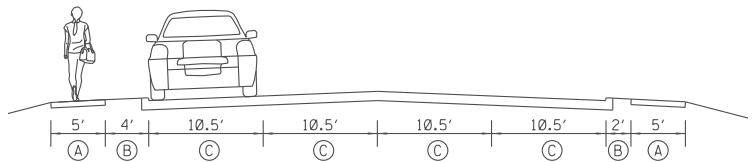
Figure 2-6. Lamey Bridge Road: Concept #1



EXISTING
CONDITION



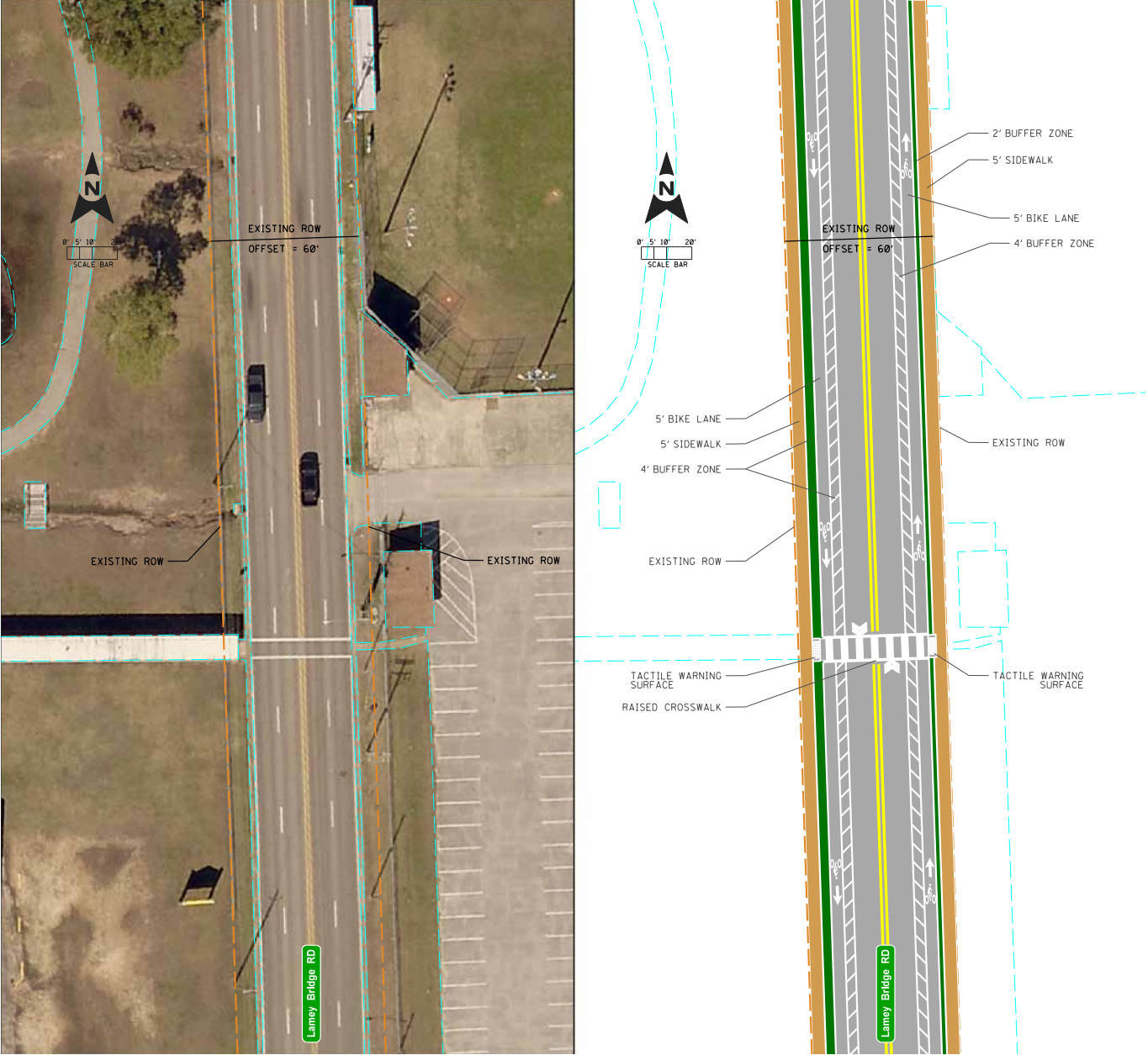
PROPOSED
CONDITION



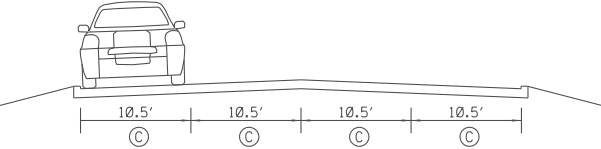
LEGEND

(A) SIDEWALK	(B) BUFFER ZONE	(C) TRAVEL LANE
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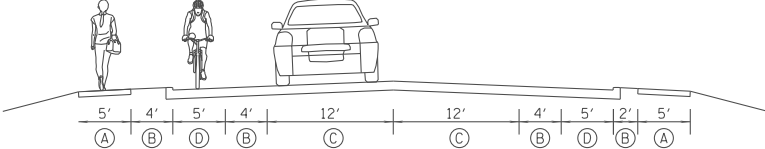
Figure 2-7. Lamey Bridge Road: Concept #2



EXISTING
CONDITION



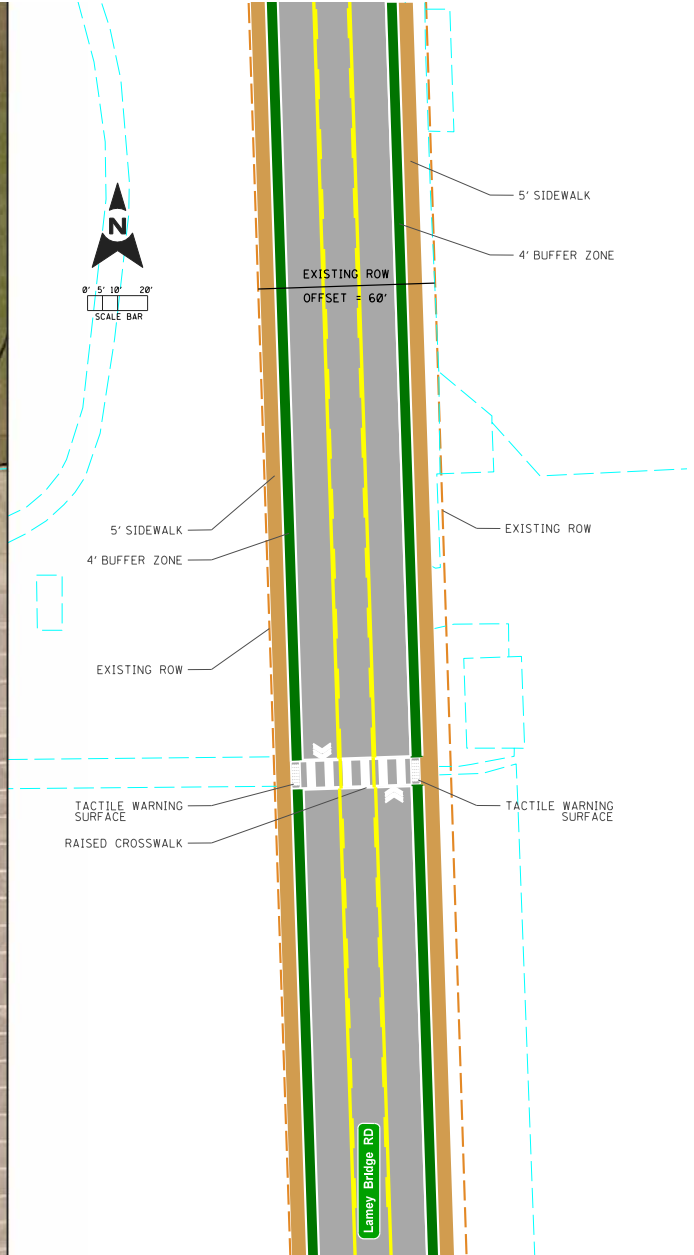
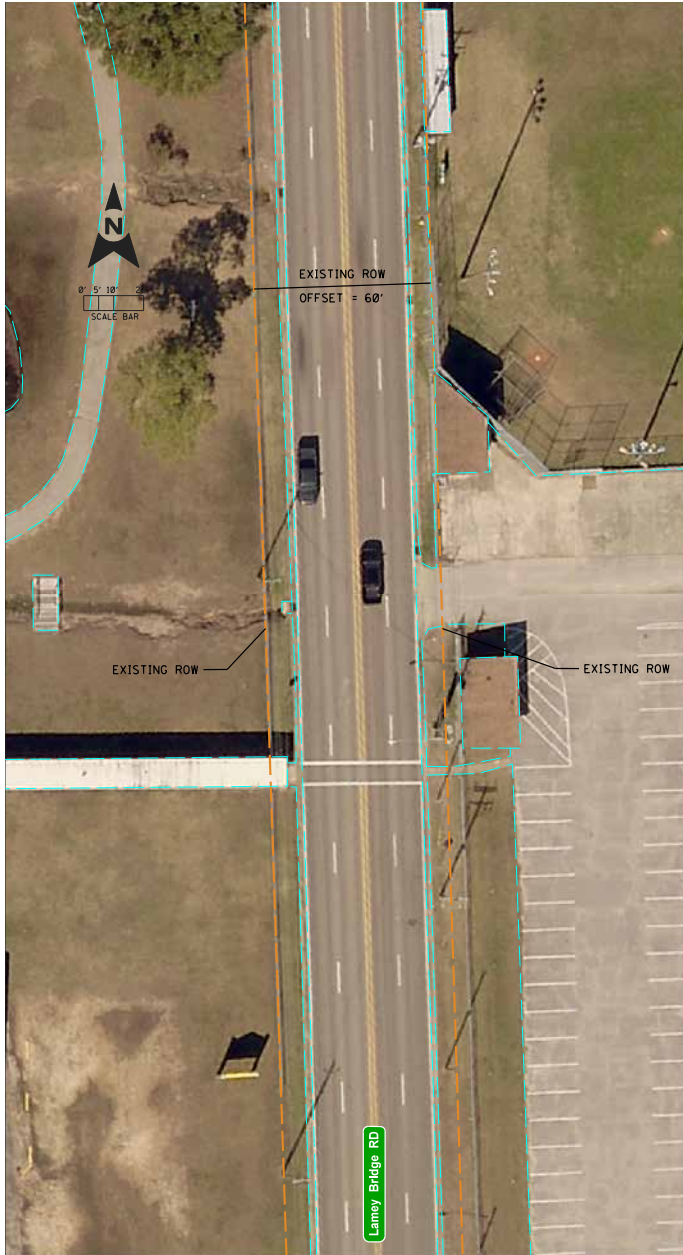
PROPOSED
CONDITION



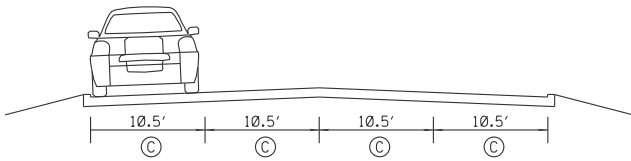
LEGEND

- (A) SIDEWALK
- (B) BUFFER ZONE
- (C) TRAVEL LANE
- (D) BIKE LANE

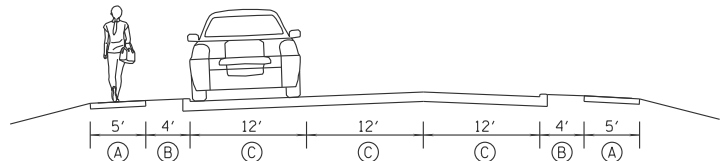
Figure 2-8. Lamey Bridge Road: Concept #13



EXISTING
CONDITION



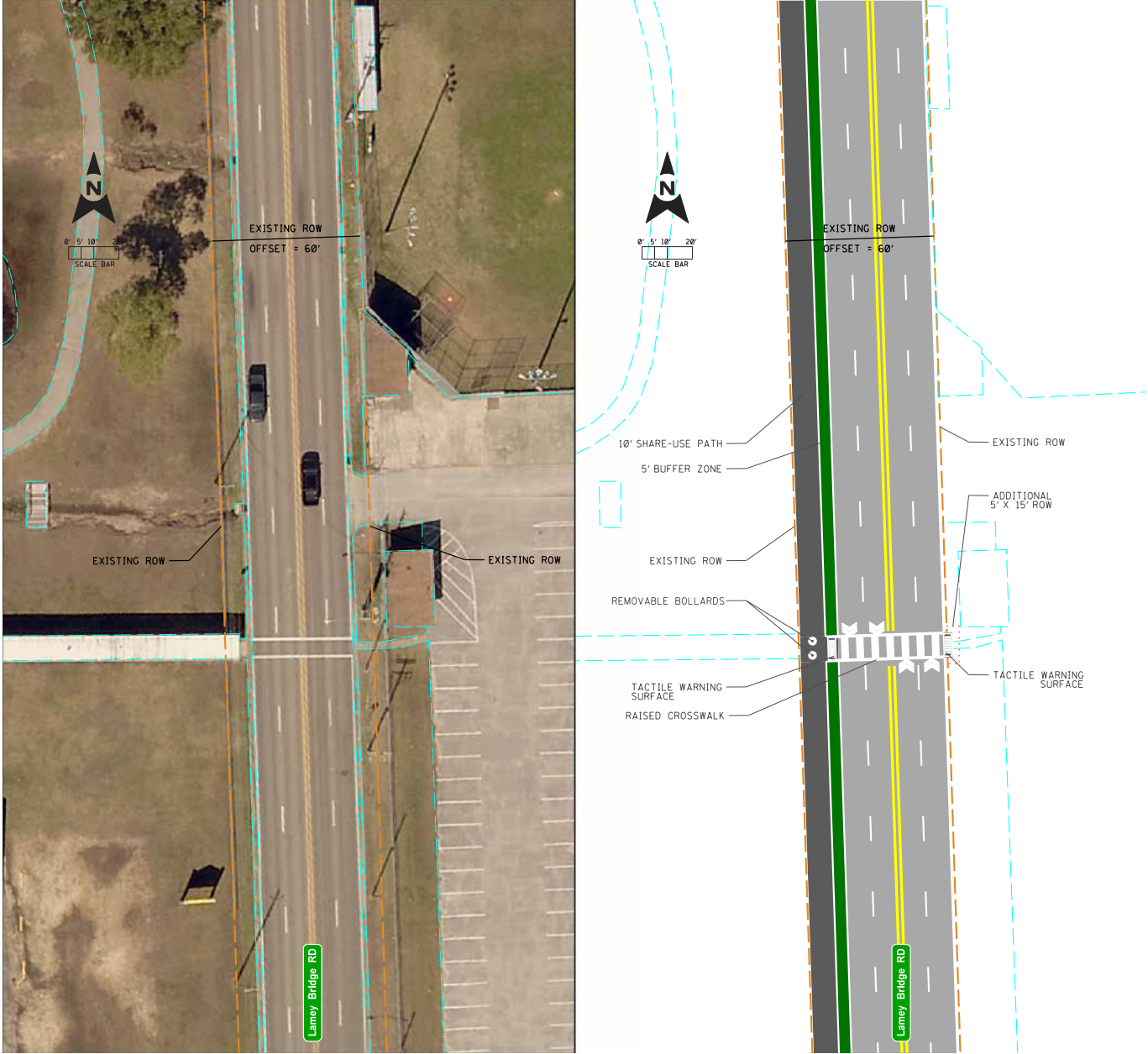
PROPOSED
CONDITION



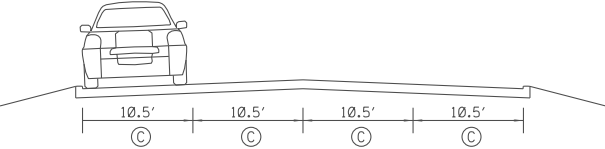
LEGEND

(A) SIDEWALK	(B) BUFFER ZONE	(C) TRAVEL LANE
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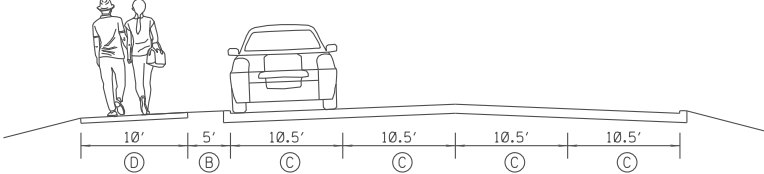
Figure 2-9. Lamey Bridge Road: Concept #4



EXISTING
CONDITION



PROPOSED
CONDITION



LEGEND

- (A) SIDEWALK
- (B) BUFFER ZONE
- (C) TRAVEL LANE
- (D) SHARED-USE PATH

2.4 Programmed Projects

As discussed previously, four projects are currently programmed or under development:

1. Poppo Ferry Road from Belle Street to Galleria Parkway – new roadway construction;
2. I-10/Cook Road Connector Project – roadway improvement (Jackson County);
3. Auto Mall Parkway at Suzanne Drive – intersection improvement; and
4. Auto Mall Parkway and Brodie Road – intersection improvement.

These projects have been incorporated into the network recommendations. Project design is expected to be consistent with the study recommendations.

Section 3.0

Bicycle and Pedestrian Design Guidelines

The D'Iberville Sidewalk and Pedestrian Study seeks to catalyze a citywide active transportation network. While the network recommendations focus primarily on pedestrian facilities, they include shared-use facilities suitable for bicyclists as well. As shown in the corridor concepts, there are also existing opportunities to include on-street bikeways to complement the pedestrian facilities. Furthermore, the 20 Year Comprehensive Plan identified exploring bikeway facilities as a key transportation objective.

An important aspect of the study's success specifically, and active transportation in D'Iberville generally, is to ensure that the facilities are consistently safe and comfortable for users. To this end, design guidelines have been developed for D'Iberville to help ensure that any and all bicycle and pedestrian improvements meet national best practices and to ultimately support the implementation of the recommended network plan.

The design guidelines (Figures 3-1 through 3-4), based largely on National Association of City Transportation Officials (NACTO) standards, cover the following facility types and, with the network plan, serve as the blueprint for improving walking and bicycling in D'Iberville:

- Bike lanes;
- Buffered bike lanes;
- Separated bike lanes;
- Advisory bike lanes;
- Signalized intersections;
- Shared-use paths;
- Sidepaths; and
- Sidewalks.

Figure 3-1. Design Guidelines: Bikeways

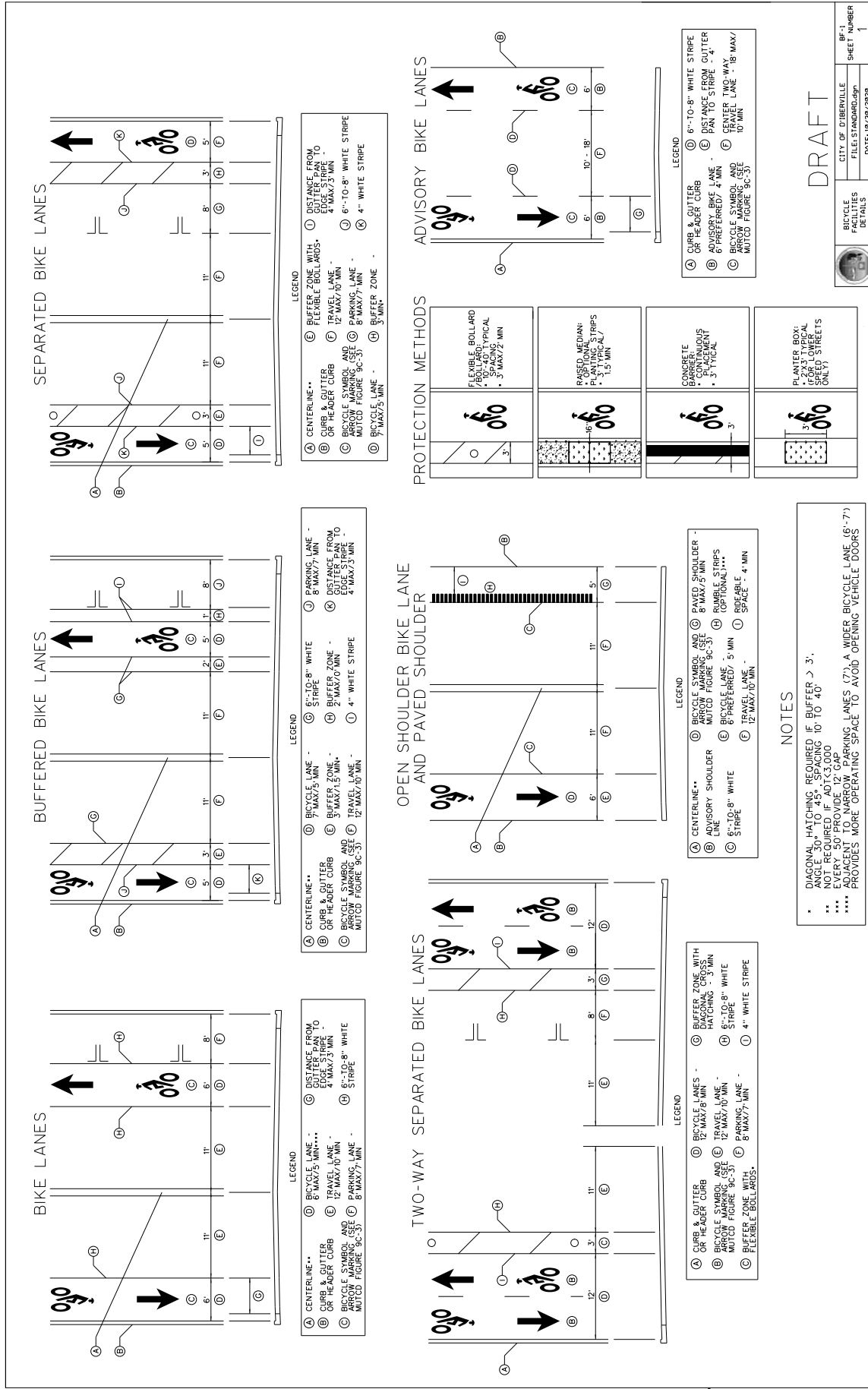


Figure 3-2. Design Guidelines: Intersections

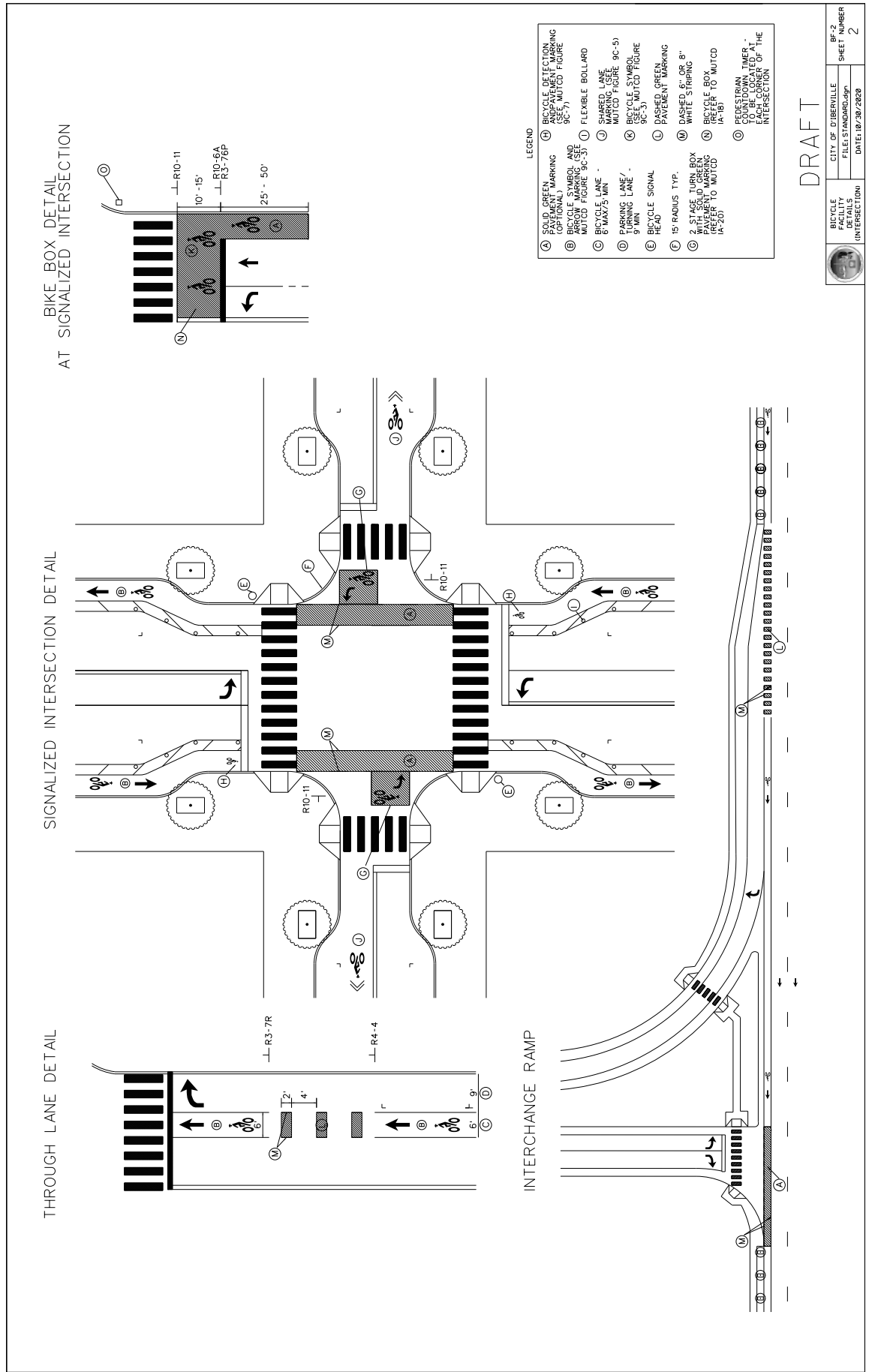
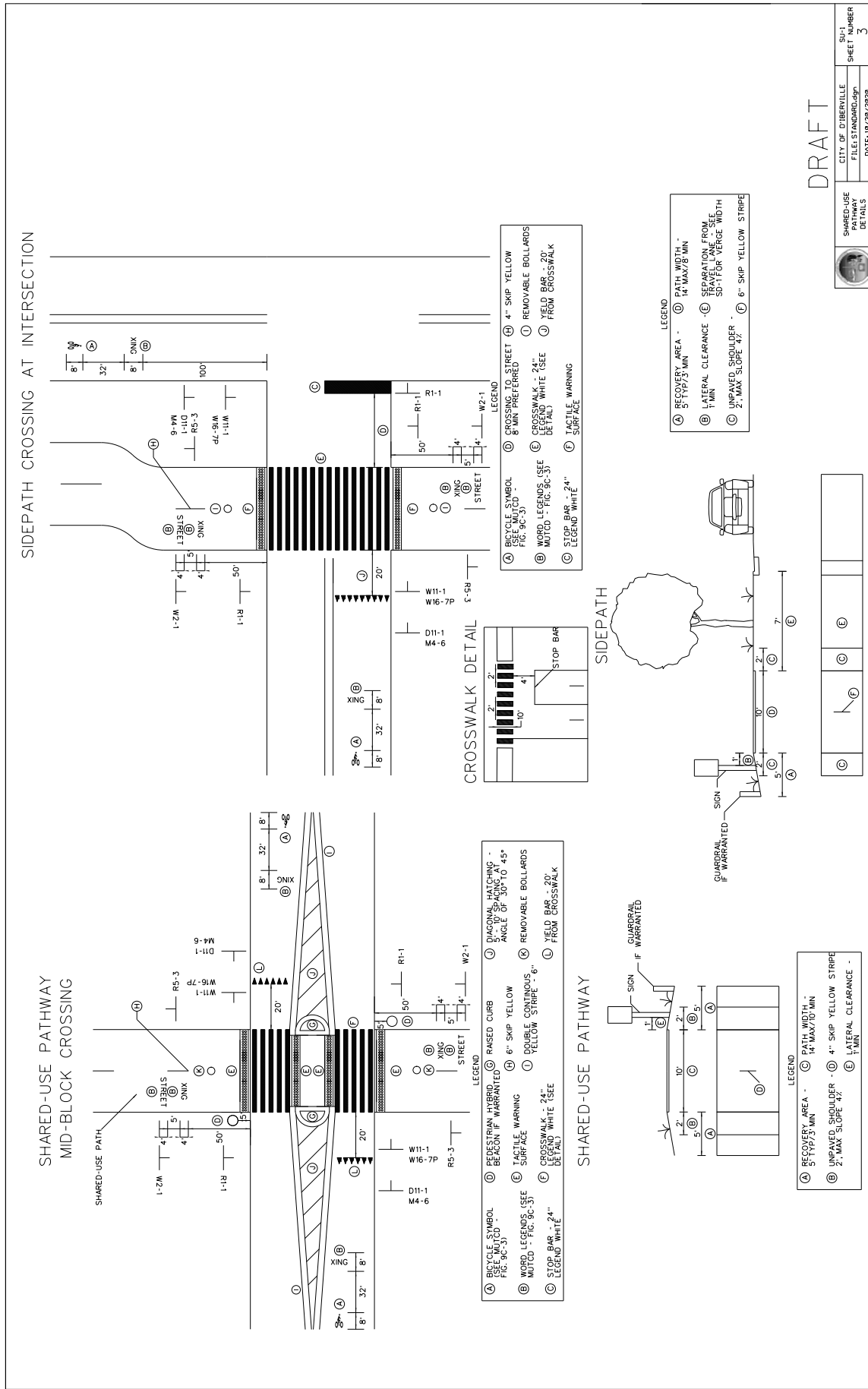


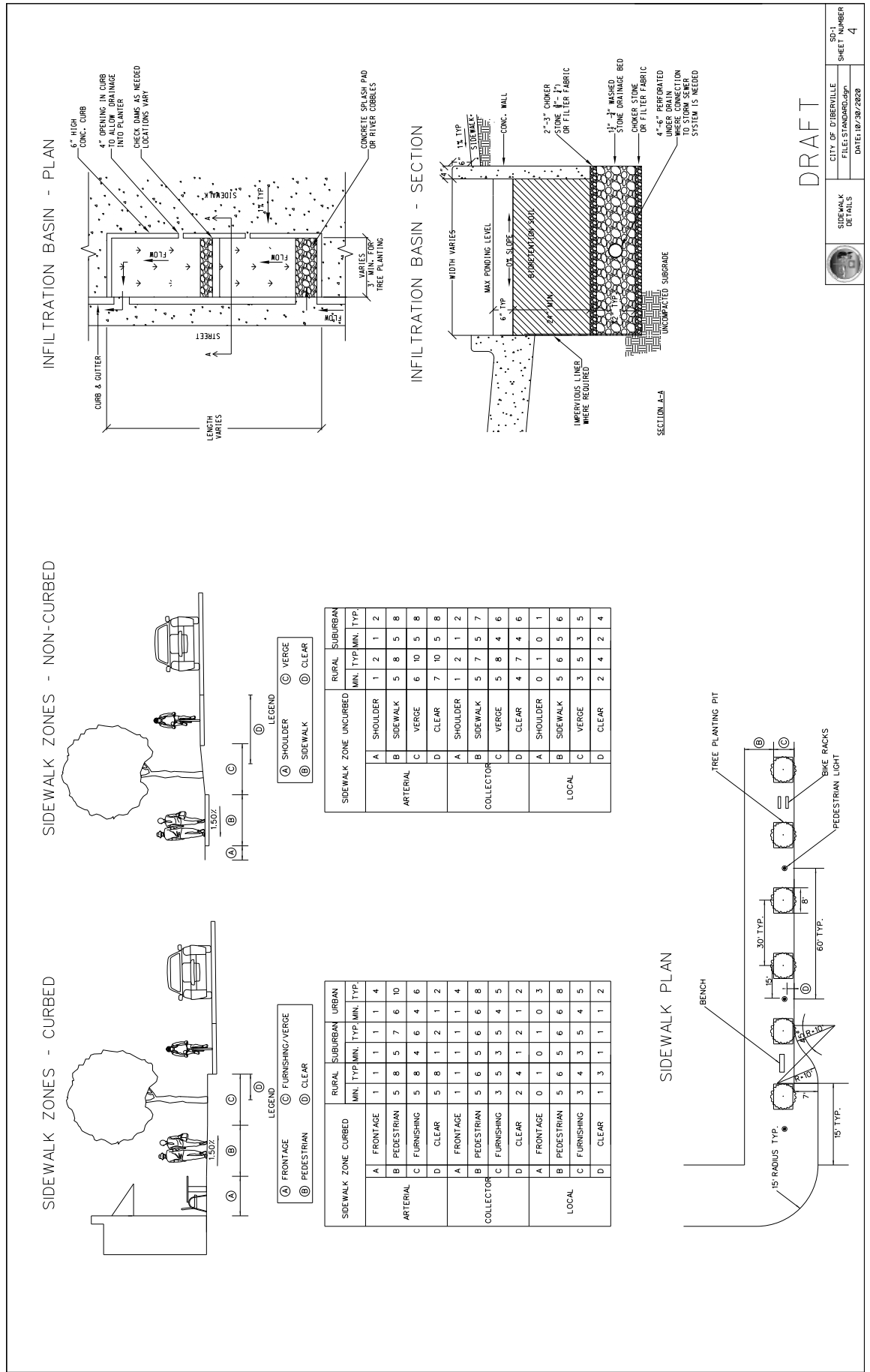
Figure 3-3. Design Guidelines: Shared-Use Paths and Sidepaths



DRAFT

SHARED-USE PATHWAY DETAILS	CITY OF D'IBERVILLE FILE: STANARD-600	SU-1 SHEET NUMBER 3
	DATE: 10/29/2020	

Figure 3-4. Design Guidelines: Sidewalks



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CITY OF D'BERVILLE
 FILE: STANDARD.dwg
 DATE: 10/30/2020

SD-1
 SHEET NUMBER
 4

Section 4.0

Local Development Policies and Regulations

The capital improvement recommendations and associated design guidelines ensure that future active transportation infrastructure in D'Iberville will be part of a citywide network of state-of-the-practice facilities. Three primary tools can be deployed by the City of D'Iberville to promote a more walkable and bikeable community going forward – specifically, a Complete Streets ordinance, zoning ordinance, and subdivision regulations. These strategies represent a cost-effective approach to implementation, as they encourage smaller changes to the built environment that, over time, both improve user safety and comfort and integrate active transportation in the city's local culture.

Complete Streets policies have been adopted by many communities throughout the country and represent an effective strategy to ensure the needs of bicyclists and pedestrians are considered by all public agencies with jurisdiction within the local transportation right-of-way.

While there is no universal definition of a Complete Street, Smart Growth America suggests that Complete Streets may include some or all of the following: sidewalks, bicycle facilities, frequent and safe crossing opportunities, median islands, accessible pedestrian signals, curb extensions, narrower travel lanes, and roundabouts, among other potential treatments.

A Complete Streets ordinance would require that the needs of all users, including motorists, bicyclists, and pedestrians, be accommodated on all future transportation system maintenance and improvement projects, with few exceptions. The most successful policies tend to include the following:

- Applying the Complete Streets policy in all phases of transportation project development, including planning, programming, design, construction, and maintenance;
- Updating all department and agencies policies and standards for consistency with the Complete Streets policy; and
- Measuring outcomes, including design (e.g. percentage of planned sidewalks constructed), and administrative (e.g. the number of exceptions granted and why) performance measures.

A model Complete Streets ordinance for D'Iberville is included as Appendix A.

One of the most effective implementation strategies for the city is to establish land development regulations and street design standards that promote Complete Streets and walkable development. Based on best practices from around the U.S., Table 4-1 includes recommendations for strengthening the city's zoning ordinance and subdivision regulations. For each best practice, local regulations and standards were reviewed and changes recommended, where applicable.

Table 4-1. Land Development Regulations Review and Recommendations

Strategy	Description	Existing Policies and Standards	Review / Recommendation
Adopt a Complete Streets policy and Complete Streets design guidelines	A Complete Streets policy allows cities and towns to work towards creating a street network that encourages pedestrian and bicycle travel and provides safe and comfortable roadways for all users.	None Found	The city does not currently have a Complete Streets ordinance in place. A model ordinance has been included with the study for future consideration.
Require pedestrian facilities (e.g. sidewalks, crosswalks) during new construction or redevelopment.	Sidewalks are the primary mode of pedestrian travel and are a crucial element in any pedestrian network. Sidewalks should be part of a continuous network, connected with crosswalks and separated from traffic with a buffer. Communities should also consider developing sidewalk infill and maintenance programs where government staff periodically inventory the street network to identify sidewalk gaps, and develop strategies, project prioritization criteria and funding for completing these gaps. Potential project prioritization criteria include filling gaps along key pedestrian routes, near major pedestrian trip generators like schools, and along streets with high vehicle volumes.	316.1 Sidewalks shall be constructed in all residential subdivisions and at all new commercial building locations, with said sidewalks being constructed in the street right-of-way in every case practicable.	The city could consider including redeveloped parcels in sidewalk requirement.
Require sidewalks by roadway type	Best standards would require or provide sidewalks on both sides of all collector and arterial streets and on at least one side of local streets where warranted by density and/or system connectivity. Five foot-wide sidewalks along local streets and six foot-wide sidewalks along collectors and arterials are suggested minimum widths. In areas of higher density and mixed-use development, the minimum required width for sidewalks should be six feet or more. The land use context and density of development necessitates a greater level of requirement for sidewalk specifications. In mixed-used districts with buildings at the back of the sidewalk and ground level retail, sidewalks should be as wide as 10-18 feet wide.	None Found	The city could consider revising the sidewalk standards in Section 316 of the Subdivision Regulations to reflect described widths by roadway type.
Require pedestrian-scaled lighting (< 18' tall) along streets and pathways	Pedestrian-scale lighting should not exceed eighteen (18) feet in height over the sidewalk and should be located at key intersections or crossings and along preferred pedestrian routes. Pedestrian-scale lighting also enhances the illumination of bicycle facilities since the lighting is located closer to the sidewalk and roadway.	"318.2 Lighting shall be provided at intersections, along walkways, between buildings, and in parking areas. 318.3 The height and shielding of lighting standards shall provide proper lighting without hazards to drivers or nuisance to residents and the design of lighting standards shall be of a type appropriate to the development and municipality."	No additional action is recommended.
Require street trees between sidewalk and curb.	In addition to their value for improving the air quality, water quality, and beauty of a community, street trees can help slow traffic and improve comfort for pedestrians. Trees add visual interest to streets and narrow the street's visual corridor, which may cause drivers to slow down. When planted in a planting strip between the sidewalk and the curb, street trees also provide a buffer between the pedestrian zone and the street.	None Found	The city could consider requiring trees on both sides of all streets, in accordance with an overall landscape plan.
Require dedication, reservation or development of greenways	Consider adding requirements for greenway reservation, dedication, or construction in new developments where a greenway or trail is shown on an adopted plan or where a property connects to an existing or proposed greenway.	325.4 All plans for residential subdivisions of land or residential land development ten (10) acres or larger shall provide for dedication of civic space as provided in this section. All dedications of land for civic space shall be consistent with any standards contained in the comprehensive plan.	The city could consider counting greenway right-of-way toward the open space requirements.
Require connectivity / cross-access between adjacent land parcels	Requiring connectivity or cross-access between adjacent developments is a great tool for reducing the amount of traffic on major roads while increasing connectivity for pedestrians, bicylists, service vehicles, and neighborhood access.	None Found	The city consider mandating cross access between adjacent developments, including connection preservation in new developments.

Section 5.0

Non-Infrastructure Programs

The League of American Bicyclists identify five “E’s” that are consistent with making great places for both bicycling and walking: 1) engineering, 2) education, 3) enforcement, 4) encouragement, and 5) evaluation. Addressing the first “E,” capital pedestrian and shared-use facility improvements provide safe, designated spaces for people to walk and bike. However, these – in addition to the design guidelines – only provide physical space for users. In order to fully promote active transportation as both safe and viable to the public, a set of non-infrastructure programs are recommended to complement the facility improvements, addressing the remaining four “E’s.” Taken together, these programs can strengthen the city’s active transportation culture for existing users and provide reassurance to potential users who may be hesitant to walk or bike.

The program recommendations in this section rely heavily on partnerships, both within the public sector and across the private and non-profit sectors, including businesses, community organizations, and civic groups. Since many non-infrastructure programs typically depend on in-kind staff and resources, establishing strong relationships with interested partners is critical to the initial and ongoing success of each recommendation. Table 5-1 describes programs that could be deployed in the short-term, concurrently with the implementation of network recommendations, along with potential partner(s) and funding source(s).

Table 5-1. Priority Short-Term Non-Infrastructure Programs

Category	Program	Responsible Party/Partners	Funding Source(s)
Education	Pop-up demonstrations (“tactical urbanism”) to test out potential infrastructure projects and generate community interest	City; Community organizations	City; Gulf Regional Planning Commission
	Pedestrian safety awareness campaign for motorists	City; Gulf Regional Planning Commission	Grants
Encouragement	Pedestrian network maps; information on website	City; Gulf Regional Planning Commission; Regional Pathways Nonprofit	City; Gulf Regional Planning Commission
	Open street events	City; Community organizations	City; Sponsorships
Enforcement	Step up pedestrian safety enforcement at key locations or as new facilities come online	City; County	City; County
Evaluation	Annual pedestrian counts at key locations	City; Gulf Regional Planning Commission; Community organizations	City; Gulf Regional Planning Commission; Mississippi Department of Transportation

Since many non-infrastructure programs typically depend on in-kind staff and resources, the key to building awareness, education, and participation is offering a regular schedule of events that engage both participants and volunteers. In addition to the short-term priorities, other potential non-infrastructure programs that can help improve walking in D’Iberville include:

Education

- Provide information and educational materials in Spanish, in addition to English
- Offer Safe Routes to Schools programming

Encouragement

- Host launch parties for new facilities
- Celebrate pedestrian-oriented national events, such as “Walktober”
- Promote access to recreation opportunities (e.g. “Five-Dollar 5k Run;” bike share stations at greenway trailheads)

Evaluation

- Conduct roadway and trail safety audits with volunteers

5.1 Public Art Programs

Consistent with a non-infrastructure emphasis on education and encouragement, public arts programs associated with a city's pedestrian network can increase local public interest and awareness of facilities while also bolstering the city's attractiveness to visitors. This is particularly true in D'Iberville, which is located in a region that already attracts regional and national tourism for shopping, coastal recreation, and gaming. As with the other non-infrastructure programs, public art programs will rely heavily on local partnerships, including partners who may not have previously been involved in civic programs.

Americans for the Arts emphasizes that cities gain value through public art, consisting of cultural, social, and economic value. Specific benefits cities can realize by embracing a public arts program include:

- Adding cultural value and reinforcing community identity;
- Supporting local artists by providing local opportunities for exhibition;
- Reinforcing a city's sense of place and culture;
- Increasing collaboration among public leaders, nonprofit actors, and the arts community; and
- Generating economic value through local promotion and boosterism.

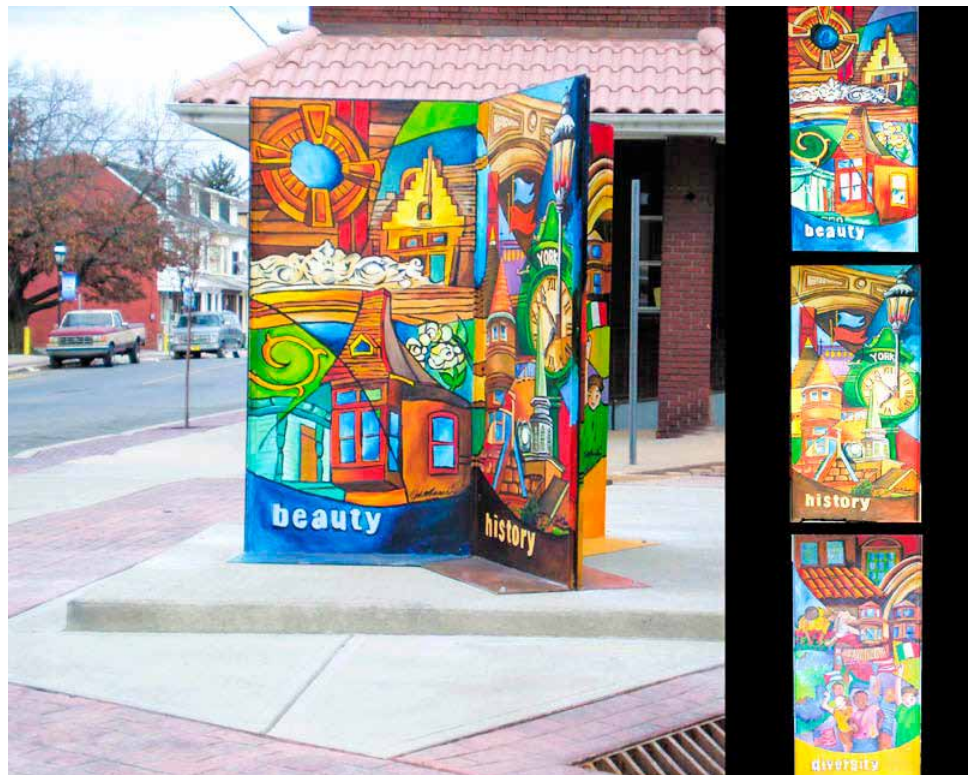


Figure 5-1. On-Street Art

Photo Credit: Ophelia Chambliss



**Figure 5-2.
Street Mural**

*Photo Credit:
Trevor Reid*



**Figure 5-3.
Trailhead
or Trailside
Installation**

*Photo Credit:
Bike Bentonville*

One way to enhance the city's aesthetic environment is to issue a call to artists for murals, sculptures, or temporary projects. The program can be a one-off, or done annually, depending on funding. As the pedestrian network begins to add key facilities, key sites adjacent to these facilities could be identified as candidate installation sites, possibly in coordination with property owners, if applicable. Figures 5-1 through Figure 5-3 show examples of artwork identified as providing enhancement in pedestrian spaces.

Another way to incorporate art or aesthetic improvements into a city's pedestrian network is through the use of creative crosswalks or street art. These benefits of these installations can be twofold, as they 1) add to the local aesthetic environment while also generating community interest in the pedestrian network, and 2) acting as a traffic calming device. Locally-led movements, such as Paint the Pavement, have increasingly turned to non-conventional crosswalk design and sprawling murals across intersections.

Figure 5-4. Traffic Calming Mural

Photo Credit: Paint the Pavement



Figure 5-5. Creative Crosswalk

Photo Credit: Downtown Long Beach Alliance



It should be noted that on-street public art has not been embraced by national standard-bearers, such as the U.S. Department of Transportation, and are not consistent with the Manual on Uniform Traffic Control Devices (MUTCD). As such, these treatments can be controversial if installed on a federal aid roadway. Also, public art could be detrimentally distracting to motorists in some contexts, including high-volume or high-speed locations. Such strategies are likely most effective in places where people are driving slowly anyway, such as near schools, parks, and residential neighborhoods. Figures 5-4 and 5-5 show examples on on-street, traffic calming public art.

5.2 Branding and Wayfinding

Improving sidewalk and pedestrian connectivity increases public access and community awareness, creating an ideal opportunity for D'Iberville to revisit its existing brand and visual identity. Highly functioning networks utilize a variety of signage and wayfinding components to help identify key destinations and local points of interest, provide direction, and communicate necessary information. Collectively, each system component offers a unique opportunity to capture and promote the community brand, connecting people with place, and further enhancing the user experience.

An effective branding process must be locally driven - exploring D'Iberville's past, present, and future demographics and culture; identifying a team of key stakeholders; and developing a visual brand and identity which reinforces community, promotes its values, and applies itself to all necessary forms of communication. Figure 5-6 shows an example of an updated branded logo for the city. This branded logo is both conceptual and preliminary and would need to be considered within a formal citywide branding exercise prior to being implemented.

A system signage and wayfinding program could be designed with a goal to provide necessary and useful information, encourage system usage, facilitate proper circulation, and promote D'Iberville's community brand loyalty. Signage system components would account for differing levels of user mobility and designed with durability and cost-effective maintenance in mind. Figures 5-7 and 5-8 show examples of potential signage and wayfinding components that could be included as part of a larger signage and wayfinding program. Like the brand identity, these examples are both conceptual and preliminary, and would need to be considered within a larger citywide signage and wayfinding study prior to being implemented.

A comprehensive branding and wayfinding program, should the city seek to implement one, would likely include the following design and development processes and services:

- Survey of D'Iberville's existing brand and signage components, as well as relevant local/regional communities;
- Review of all applicable regulatory and city code compliance;
- Brand exploration and visioning workshop(s) with project stakeholders;
- Conceptual and Final Design Development of a visual brand identity (e.g. logo, wordmark, slogan);
- Conceptual and Final Design Development of a signage and wayfinding program 'sign family' (to include, but not be limited to: Gateway/Welcome Feature, Directional Signs, Directory/Informational Signs, Pathway/Landmark Identification, Light Pole/Banner);
- Sign Location Plans and Message Schedule;
- Construction Documentation Package, to include final specifications (sizes, materials, finishes, fabrication / installation details) for all unique sign type layouts in the program;
- Design Development of a 'D'Iberville Brand Standards & Signage and Wayfinding Guidelines' – to serve as a governing document for future brand and signage system initiatives;
- Pricing and Bid Facilitation, as required; and
- Construction Administration, as required.

Figure 5-6. Conceptual Brand Logo



Figure 5-7. Example Wayfinding Signage

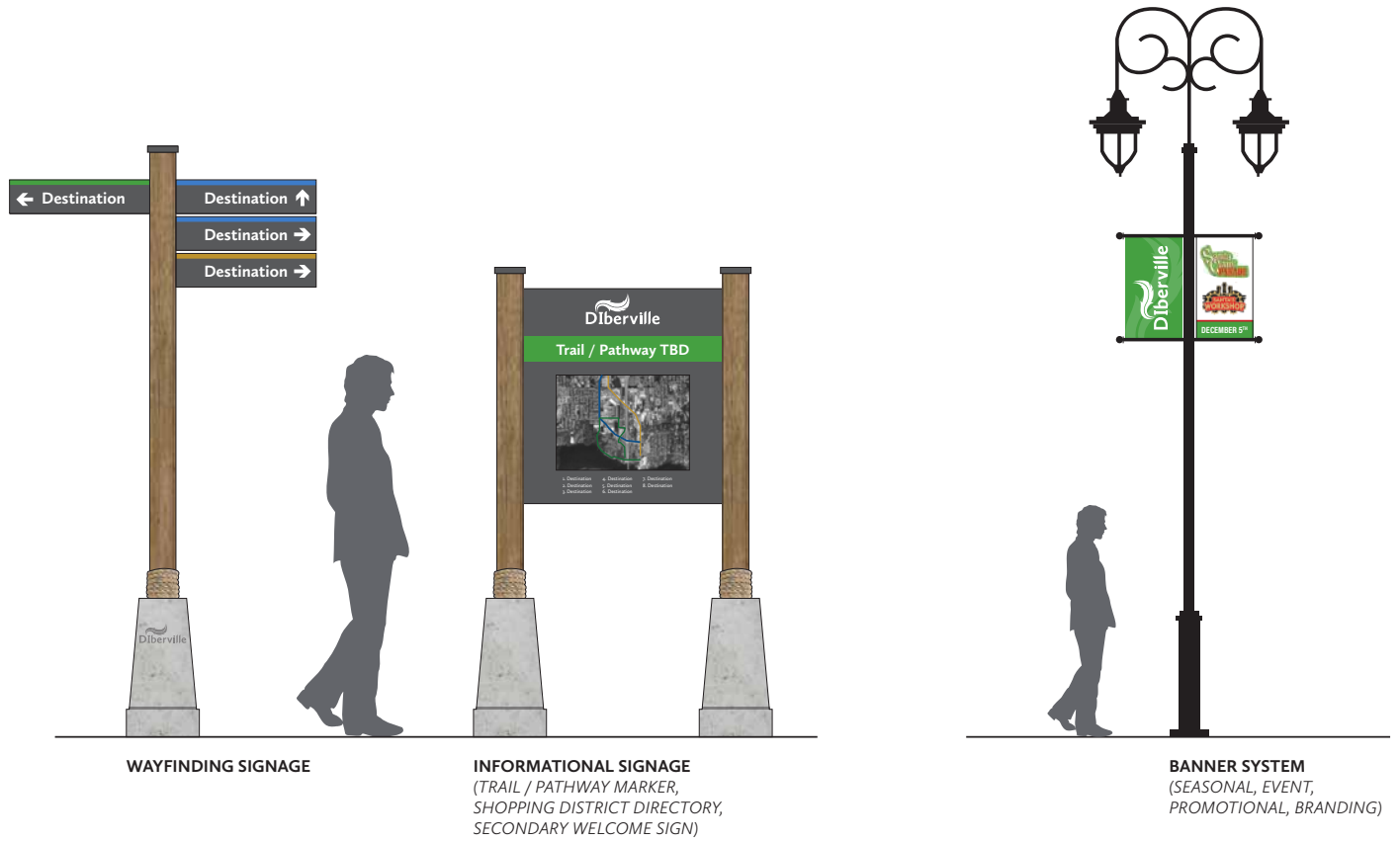


Figure 5-8. Example Welcome Signage



Section 6.0

Implementation and Funding Strategies

6.1 Project Prioritization

The D'Iberville Sidewalk and Pedestrian Study provides an overall framework for improving pedestrian user safety and comfort in the city. The lists of improvements outlined in Section 2.0 identify specific segments of roadways, intersections, or potential trail locations where improvements are needed. However, some projects can provide greater or more immediate benefits to users than others. As such, a prioritization framework was developed to provide a draft project implementation schedule.

Criteria were identified to help prioritize streets, roads, intersections, and corridors with facility recommendations in the study. As shown in Table 6-1, the criteria are closely tied to the master plan's goals and objectives and include three primary categories: 1) safety, 2) demand, and 3) equity. Improvements were also checked for consistency with other programmed improvements (discussed in Section 2.0). While other considerations, such as requirements of grant funding or a change in political leadership may alter the city's specific strategy to plan implementation, the implementation schedule provided in Table 6-2 provides preliminary recommendations of project priorities for short-term, mid-term, and long-term consideration. Table 6-3 provides priorities for intersection and crossing improvements. While these may be implemented strategically with complementary facility projects, they may also be implemented as stand-alone projects by the city directly, or in coordination with GRPC and MDOT. A map of the scheduled improvements are shown in Figure 6-1.

Table 6-1. Project Prioritization Criteria

Category	Criterion
Safety	ADT - Is the project adjacent to a high traffic volume roadway?
	Gap - Does the project fill an existing gap in the network or extend an existing facility?
Demand	Schools - Does the project provide access to a school?
	Parks - Does the project improve accessibility to existing or planned parks?
	Population Density - Is the project located in a Census Block Group with a high population density?
	Commercial/Retail - Does the project provide access to land determined to consist of a commercial/retail or office use?
Equity	Low-Income - Is the project located in a Census Block Group with a high percentage of low-income residents?
	Transit - Does the project provide access to an existing Coast Transit bus stop?

Table 6-2. Capital Improvement Program – Pedestrian Facilities

Road	From	To	Linear Feet	Facility Type***	Estimated Cost
Tier One Projects - Higher Priority					
Auto Mall Parkway	D'Iberville Boulevard	Brodie Road	6,904	Sidewalk	\$1,726,000
D'Iberville Boulevard	Popp's Ferry Road	Lamey Bridge Road	5,275	SUP	\$791,250
Rodriguez Street	Auto Mall Parkway	Gorenflo Road	6,125	Sidewalk	\$1,531,250
Lamey Bridge Road	Mallet Road	Georgette Lane	2,239	SUP	\$335,850
Lamey Bridge Road	Georgette Lane	Warrior Drive	3,692	SUP	\$553,800
Popp's Ferry Road*	D'Iberville Boulevard	Lamey Bridge Road	2,772	SUP	\$905,400
Lamey Bridge Road	Warrior Drive	D'Iberville Boulevard	4,358	Sidewalk	\$1,089,500
Gorenflo Road	Lemoyne Boulevard	Race Track Road	3,829	Sidewalk	\$957,250
Mallet Road	Cinema Drive	Daisy Vestry Road	2,495	Sidewalk	\$623,750
Tier One Projects - Total Cost					\$8,514,050
Tier Two Projects - Moderate Priority					
Lamey Bridge Road	Georgette Lane	Warrior Drive	3,606	Sidewalk	\$901,500
Warrior Drive	3rd Avenue	Lamey Bridge Road	565	SUP	\$84,750
Race Track Road	Gorenflo Road	Batia Avenue	2,430	Sidewalk	\$607,500
Quave Road	Central Avenue	Gorenflo Road	991	Sidewalk	\$247,750
MS Power Easement SUP	North of Cassimir Drive	D'Iberville Boulevard	2,945	SUP	\$441,750
Suzanne Drive	Meadow Drive	Auto Mall Parkway	2,010	Sidewalk	\$502,500
Big Ridge Road	Lamey Bridge Road	Gorenflo Road	2,501	Sidewalk	\$625,250
Gorenflo Road	Big Ridge Road	Lemoyne Boulevard	4,350	Sidewalk	\$1,087,500
School Property / East Orchard Loop	Lamey Bridge Road	Gorenflo Road	1,489	SUP	\$223,350
Lemoyne Boulevard	Lamey Bridge Road	Gorenflo Road	960	Sidewalk	\$240,000
3rd Avenue	Existing Sidewalk	D'Iberville Boulevard	586	Sidewalk	\$146,500
Central Avenue	West Race Track Road	Bay Shore Drive	416	Sidewalk	\$104,000
Tier Two Projects - Total Cost					\$5,212,350
Tier Three Projects - Lower Priority					
"Popp's Ferry Road (Phase II)**"	Belle Street	D'Iberville Boulevard	2,468	SUP	\$370,200
MS Power Easement SUP	Popp's Ferry Road	D'Iberville Boulevard	3,363	SUP	\$504,450
D'Iberville Boulevard	Auto Mall Parkway	Lamey Bridge Road	3,756	Sidewalk	\$939,000
Ginger Drive	West of Auto Mall Parkway	MS Power Easement SUP	2,239	Sidewalk	\$559,750
MS Power Easement SUP	D'Iberville Boulevard	Rodriguez Street	3,475	SUP	\$521,250
McAlpine Street*	Bobby Eleuterius Boulevard	D'Iberville Boulevard	1,682	SUP	\$1,190,250
5th Avenue	Rodriguez Street	Talley Street	372	SUP	\$55,800
7th Avenue	Brodie Road	Santa Cruz Avenue	2,802	SUP	\$420,300
Bay Shore Drive	Santa Cruz Avenue	Central Avenue	2,204	SUP	\$330,600
Talley Street / Boney Avenue	7th Avenue	Bay Shore Drive	2,825	SUP	\$423,750
Santa Cruz Avenue	Talley Street	Bay Shore Drive	1,355	SUP	\$203,250
Tier Three Projects - Total Cost					\$5,518,600

* Includes pedestrian bridge structure

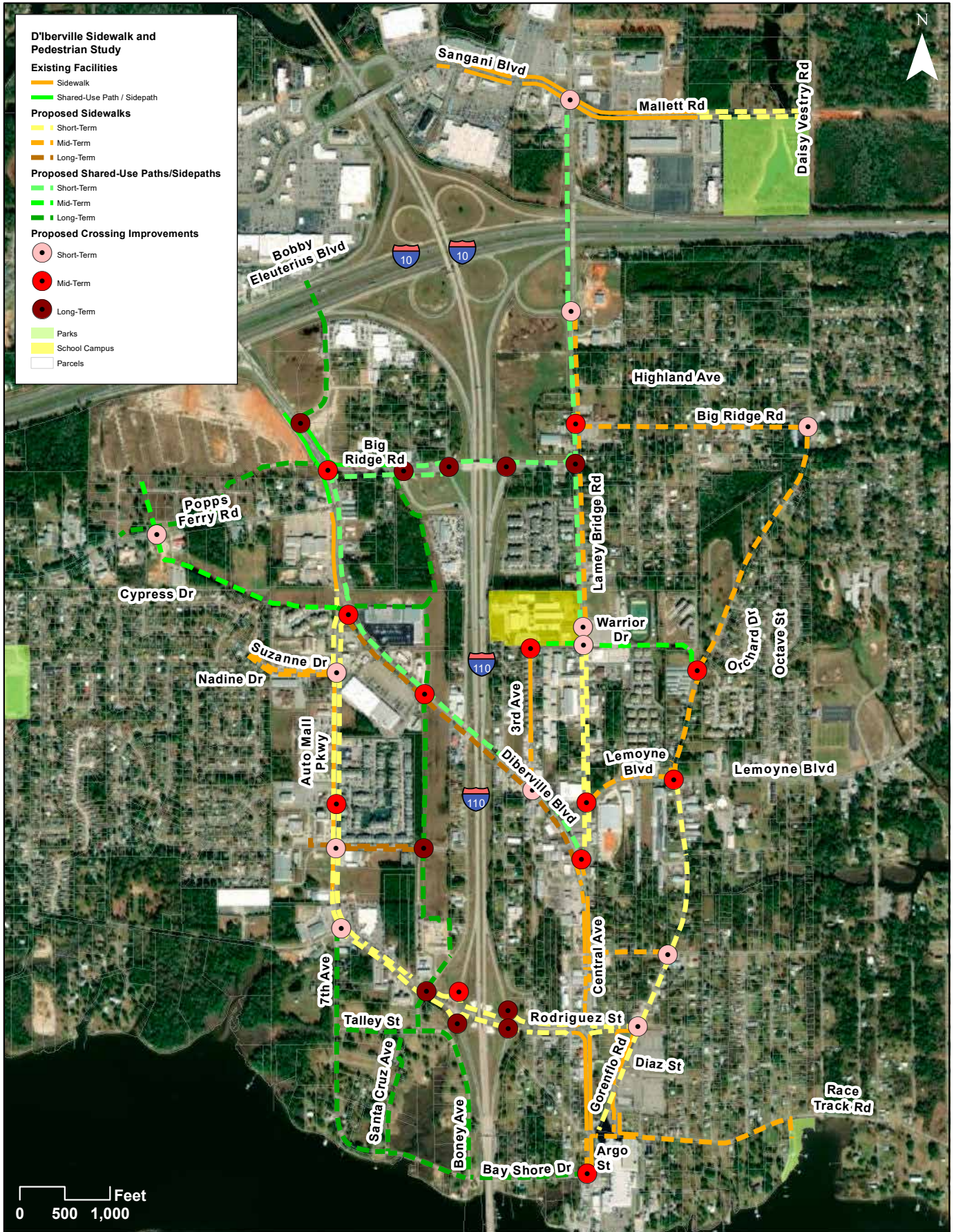
** Facility included in programmed project

*** SUP = Shared-Use Path

Table 6-3. Capital Improvement Program – Intersection and Crossing Improvements

N/S Cross Street	E/W Cross Street	Type
Tier One Projects - Higher Priority		
Gorenflo Road	Big Ridge Road	Intersection
Lamey Bridge Road	Mallet Road	Intersection
Lamey Bridge Road	North of Warrior Drive	Midblock
Gorenflo Road	Rodriguez Street	Intersection
Lamey Bridge Road	Georgette Lane	Intersection
Lamey Bridge Road	Warrior Drive	Intersection
3rd Avenue	D'Iberville Boulevard	Midblock
Popp's Ferry Road	West of Augustus Street	Midblock
Auto Mall Parkway	Suzanne Drive	Intersection
Gorenflo Road	Quave Road	Intersection
Auto Mall Parkway	Brodie Road	Intersection
Auto Mall Parkway	Ginger Drive	Intersection
Tier Two Projects - Moderate Priority		
D'Iberville Boulevard	Popp's Ferry Road	Intersection
D'Iberville Boulevard	MS Power Easement	Midblock
Auto Mall Parkway	Arbor View Apartments	Midblock
Lamey Bridge Road	Lemoyne Boulevard	Intersection
Lamey Bridge Road	D'Iberville Boulevard	Intersection
Warrior Drive	3rd Avenue	Midblock
Lamey Bridge Road	Big Ridge Road	Intersection
Gorenflo Road	Lemoyne Boulevard	Intersection
Gorenflo Road	Douglas Drive	Intersection
D'Iberville Boulevard	Auto Mall Parkway	Intersection
I-110 SB Off-Ramp	Rodriguez Street	Intersection
Central Avenue	Bay Shore Drive	Intersection
Tier Three Projects - Lower Priority		
D'Iberville Boulevard	McAlpine Street	Intersection
Lamey Bridge Road	Popp's Ferry Road	Intersection
Boney Avenue	Popp's Ferry Road	Intersection
I-110 NB Off-Ramp	Rodriguez Street	Intersection
I-110 NB On-Ramp	Rodriguez Street	Intersection
I-110 NB Off-Ramp	Popp's Ferry Road	Intersection
Ladner Road	Popp's Ferry Road	Intersection
West of Boney Avenue	Ginger Drive	Midblock
5th Avenue	Rodriguez Street	Intersection
I-110 SB On-Ramp	Rodriguez Street	Intersection

Figure 6-1. Capital Improvement Program



6.2 Funding Strategies

While pedestrian and shared-use facilities are typically included as part of larger public infrastructure and private development projects, increasingly communities are undertaking targeted pedestrian improvements to retrofit commercial districts and neighborhoods for economic and community development purposes. Following is a brief overview of several potential sources.

Capital Budgets – The City of D’Iberville can use the concepts and policies presented in this study to implement the recommended projects through regularly scheduled capital projects, such as streetscape projects, street resurfacing, or new public or private development.

Department Budgets – Departments like Public Works or Parks and Recreation can use their maintenance resources and staff to support programs and infrastructure maintenance.

Fees – User fees provide an opportunity to generate revenue to fund infrastructure projects, such as sidewalk construction, and non-infrastructure programs, such as pedestrian safety campaigns.

Grants – Competitive grants through public agencies or through private or nonprofit foundations can generate additional resources for projects and programs.

Fundraising Campaigns – Fundraising through neighborhood groups, advocacy groups, or even crowd funding can help generate additional resources for projects and programs.

As shown in Table 6-4, there are a wide range of federal, state, local and private funding sources used by jurisdictions throughout the country to implement pedestrian projects and programs.

Although securing funds for implementation can be challenging, the D’Iberville Sidewalk and Pedestrian Study represents a critical first step in achieving the citywide vision for pedestrian mobility – and making the case for funding. There are, of course, multiple needs and demands for resources in every community. Because they fundamentally tie communities together, pedestrian improvements offer a unique opportunity to achieve many community goals and objectives simultaneously, and in the process, deliver a great return on investment. With the project and program recommendations in this study, the City of D’Iberville is poised to become a more pedestrian-friendly community and increase its attractiveness as a great place to live, work, visit, and raise a family.

Table 6-4. Potential Funding Sources

Funding Type	Funding Source
Federal Funding Sources	Centers for Disease Control Racial and Ethnic Approaches to Community Health (REACH)
	Federal Transit Administration (FTA)
	FHWA Congestion Management and Air Quality (CMAQ) grants
	Highway Safety Improvement Program (HSIP)
	Land and Water Conservation Fund (LWCF)
	National Park Service's Mississippi Gulf Coast National Heritage Area matching grants
	National Recreational Trails Fund Act (Symms Act)
	Safe Routes to School (administered by the Mississippi Department of Transportation)
	Surface Transportation Program (STP)
	Section 402: State and Community Highway Safety Grant Program
	Transportation Alternatives Program (TAP)
	U.S. Fish and Wildlife Service
USDOT Better Utilizing Investments to Leverage Development (BUILD) grants	
State of Mississippi Funding Sources	Capital Improvements Revolving Loan Program (CAP)
	Community Development Block Grant (CDBG) program
	Custom License Plate Sales
	Development Infrastructure Grant Program (DIP)
	Gulf Coast Regional Infrastructure Program
	Local Planning Assistance Grants - Mississippi Office of Highway Safety
Mississippi State Department of Health - STARS (Students Taking Active Routes Safely) program	
Local Funding Sources	Annual capital budgets
	Bonds/Loans
	Business Improvement Districts
	Special local tax
	Tax Increment Financing (TIF) district
Private and Nonprofit Funding Sources	Bank of America Charitable Foundation, Inc.
	Blue Cross & Blue Shield of Mississippi Foundation Healthy Hometown Grant Awards
	Blue Cross & Blue Shield of Mississippi Foundation Healthy School Grant Awards
	Health Foundations/Local Hospitals
	Local Businesses
	PeopleForBikes
	Robert Wood Johnson Foundation
	Surdna Foundation
	The Conservation Alliance
	Trust for Public Land



Appendix A

Model Complete Streets Ordinance

ORDINANCE NUMBER _____
AN ORDINANCE TO ADOPT A “COMPLETE STREETS”
POLICY IN CITY OF D’IBERVILLE

WHEREAS, the City of D’Iberville policy as stated in the Sidewalk and Pedestrian Study is to make city streets safe, comfortable and convenient for travel via walking, bicycling, motor vehicle and transit by adopting a Complete Streets policy; and

WHEREAS, increasing walking and bicycling offers the potential for greater accessibility and mobility, improved health, a more livable community, and a more efficient use of road space and resources; and

WHEREAS, the Complete Streets guiding principle is to design, operate and maintain streets to promote safe and convenient access and travel for all users, including residents who do not or cannot drive, such access to include sidewalks, bicycle lanes, shared-use paths and vehicle lanes; and

WHEREAS, other jurisdictions and agencies nationwide have adopted Complete Streets legislation including the U.S. Department of Transportation and communities in Mississippi; and

WHEREAS, the City of D’Iberville will implement a Complete Streets policy by designing, operating and maintaining the transportation network to improve travel conditions for people walking, bicycling, using transit, and driving in a manner consistent with, and supportive of, the surrounding community; and

WHEREAS, the City of D’Iberville recognizes the number of cost-effective improvements to existing roads that can increase access and safety, including crosswalks, bicycle lanes, signage, bulb-outs, on-street parking, street trees and changing the signalization of traffic lights; and

WHEREAS, the City of D’Iberville will implement policies and procedures with the construction or reconstruction of transportation facilities to support the creation of Complete Streets including capital improvements and re-channelization projects, recognizing that all streets are different and in each case user needs must be balanced;

BE IT ORDAINED BY THE MAYOR AND THE CITY COUNCIL OF D’IBERVILLE, MISSISSIPPI, AS FOLLOWS:

Section 1. the City of D’Iberville will plan for, design and construct all new transportation improvement projects to provide appropriate accommodation for people of all abilities who walk, bicycle, use transit and/or drive, while promoting safe operation for all users, as provided for below.

Section 2. Definitions

The following words and phrases, whenever used in this ordinance, shall have the meanings defined in this section unless the context clearly requires otherwise:

1) “Bicycle Way or Bikeway” means any course or way intended specifically for the preferential use of bicyclists. Examples include bicycle lanes and shared-use paths.

2) “Complete Streets Infrastructure” means design features that contribute to a safe, convenient, or comfortable travel experience for users, including but not limited to features such as: sidewalks; shared-use paths; bicycle lanes; automobile lanes; paved shoulders; accessible curb ramps; bulb-outs; crosswalks; refuge islands; pedestrian and traffic signals; and public transportation stops and facilities.

- 3) “Pedestrian Way or Walkway” means any course or way intended specifically for the preferential use of pedestrians. Examples include sidewalks and shared-use paths.
- 4) “Shared-Use Path” means a multi-use pathway for all non-motorized users including pedestrians and bicyclists.
- 5) “Street” means any right of way, public or private, including arterials, collectors, local roads, and roadways by any other designation, as well as bridges, tunnels and any other portions of the transportation network.
- 6) “Transportation Improvement Project” means the construction, reconstruction, retrofit, or alteration of any street, and includes the planning, design, approval, and implementation processes, except that “Transportation Improvement Project” does not include routine maintenance such as cleaning, sweeping, mowing, spot repair or pavement resurfacing.
- 7) “Users” mean individuals that use streets, including people walking, bicycling, using transit, and/or driving, and people of all ages and abilities, including children, teenagers, families, older adults and individuals with disabilities.

Section 3. Requirements

The City of D’Iberville will implement the Complete Streets principles as follows:

- 1) Every transportation improvement project shall incorporate Complete Streets infrastructure including both bicycle and pedestrian ways sufficient to enable reasonably safe travel along and across the right-of-way for each category of users; unless one or more of these conditions exists and is documented:
 - a) People walking or bicycling are prohibited by law from using the roadway. In this instance, a greater effort may be necessary to accommodate people walking or bicycling elsewhere within the right-of-way or within the same transportation corridor.
 - b) The cost of establishing bikeways or walkways would be excessively disproportionate to the total cost of the transportation project. “Excessively disproportionate” is defined as exceeding twenty percent of the total cost.
 - c) Severe existing topographic, natural resource or right-of-way constraints exist that preclude construction of bicycle or pedestrian ways without incurring excessive costs.
 - d) Bicycle ways will not be required on local streets where the speed limit is 25 mph or less.
 - f) Pedestrian ways will not be required along local streets with fewer than three (3) dwelling units per acre or along rural roadways outside of urbanized areas, unless the respective roadway has been identified for pedestrian ways in the Sidewalk and Pedestrian Study or another adopted plan.
 - g) The City Council issues a documented exception concluding that application of Complete Streets principles to a location is inappropriate because it would be contrary to public benefit and safety.
- 2) Pedestrian improvements and shared-use facilities that have been identified as priorities in the Sidewalk and Pedestrian Study and any previous and subsequent planning documents shall be given particular consideration for implementation.
- 3) Bicycle ways shall be designed and constructed according to accepted design guidance, such as that included in the National Association of City Transportation Officials’ *Urban Bikeway Design Guide*, the Federal Highway Administration’s *Small Town and Rural Multimodal Networks* guide, the American

Association of State Highway and Transportation Officials' *Guide for the Development of Bicycle Facilities*, and the design guidelines included in the adopted Sidewalk and Pedestrian Study.

- 2) Sidewalks, shared-use paths, street crossings (including over and under passes), pedestrian signals, signs, street furniture, transit stops and other facilities, shall be designed, constructed, operated and maintained so that all pedestrians, including people with disabilities, can travel safely and independently.
- 3) As feasible, the City shall incorporate Complete Streets infrastructure into existing streets to improve the safety and convenience of users, and construct and enhance the transportation network for each category of users.
- 4) If the safety and convenience of users can be improved within the scope of pavement resurfacing, restriping or signalization operations on streets, such projects shall implement Complete Streets infrastructure where feasible.
- 5) The appropriate City departments shall review and develop proposed revisions to all appropriate zoning and subdivision codes, procedures, regulations, guidelines and design standards to integrate, accommodate and balance the needs of all users in all transportation improvement projects.

Section 4. Statutory Construction and Severability

- 1) This Ordinance shall be construed so as not to conflict with applicable federal or state laws, rules or regulations. Nothing in this Ordinance authorizes any City agency to impose any duties or obligations in conflict with limitations on municipal authority established by federal or state law at the time such agency action is taken.
- 2) In the event that a court or agency of competent jurisdiction holds that a federal or state law, rule, or regulation invalidates any clause, sentence, paragraph, or section of this Ordinance or the application thereof to any person or circumstances, it is the intent of the Ordinance that the court or agency sever such clause, sentence, paragraph, or section so that the remainder of this Ordinance remains in effect.
- 3) In undertaking the enforcement of this Ordinance, the City of D'Iberville is assuming only an undertaking to promote the general welfare. It is not assuming, nor is it imposing on its officers and employees, an obligation through which it might incur liability in monetary damages to any person who claims that a breach proximately caused injury.

Section 5. That this Ordinance take effect and be in force thirty (30) days from and after passage as provided by law.

The foregoing Ordinance having been reduced to writing, the same was introduced by Council person _____, seconded by Council person _____, and was adopted by the following vote to-wit:

YEAS:

NAYS:

The President thereby declared the motion carried and the foregoing Ordinance adopted and approved, this the XXth day of MONTH, A.D., 20XX.

ATTEST:

CLERK OF COUNCIL

ADOPTED:

PRESIDENT

The above foregoing Ordinance having been submitted to and approved by the Mayor, this the XXth day of MONTH, A.D., 20XX.

ATTEST:

CITY CLERK

APPROVED:

[BOARD PRESIDENT/MAYOR]

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